

Scale AVIATION Modeller



Show Report

Malcolm V. Lowe brings a report from the recent Poole Vikings annual model show

'SAETTA' Italy's Little Lightning

Richard J. Caruana takes a look at the Macchi C.200

Aircraft Sketchpad

Steve Benstead brings you a look inside the Gloster Meteor with his excellent illustrations

Britain's Last Fighter

Bill Clark builds the FSR.1 Sea Harrier with the help of the Flightpath etched detail set, a new seat from Aeroclub and a bit of patience!

MOSQUITO!

Carrying on from last month's installment, Richard A. Franks continues his look at the 'Wooden Wonder'





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EDITORIAL

Each month, I find writing the editorial the most difficult task. It is not that I don't have anything to say, it is that I do not think that I should waffle on too much, as all you are interested in is the magazines contents. Looking through other titles on the news stand, not just modelling titles, it is interesting to see that many have no editorial while others seem to use theirs as a way of venting their spleen about things and places they dislike, companies they have fallen out with, things that have happened to them etc etc etc. I can't and won't do that as I feel that all I should do here is introduce the edition and let you enjoy what you paid for, namely the magazine! So here is the introduction...

We have introduced a new feature this month; David Batt's

'Quick Build' of the new AMT P-40. If in future we have a new kit for review when we feel the usual review size is insufficient to deal with it, we will run an article like this.

Things are certainly evolving and I am glad to say that your overall comments in regard to the title are most encouraging. With a distributor set up in the USA we should soon have some input from there and this can only make for a better magazine. The only question is, will 64 pages be enough? I hope so!

Until next month...

Richard A. Franks
Editor

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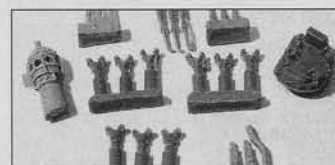
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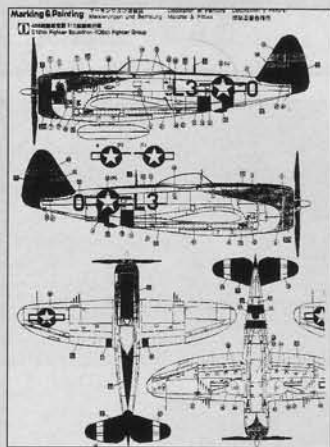
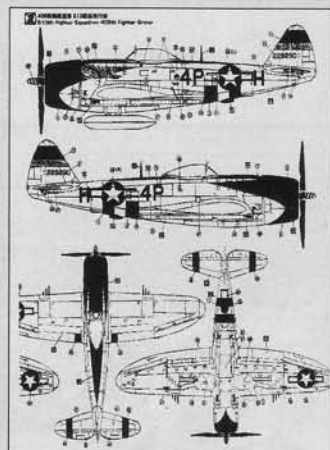
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News Update

Hasegawa

The new 1/48th scale Republic P-47D-25 Thunderbolt has been released in the USA and it should be available in the UK before much longer. The kit features the usual level of detail including recessed panel lines. The kit comes with two decal options. The first is for 42-26860 coded L3-O of the 512th FS, 406th FG. This colourful machine carries nose art and the name 'Angie'. The other option is 42-29290 coded 4P-H of the 513th FS, 406th FG. This machine does not have nose art but is called 'Saucy Susie'. The UK price for this kit should be about £23.99.



Due by the time you read this are the Boeing 777 (ANA), L-1011 Tristar (All Nippon) and Boeing 747 (JAL) in 1/200th scale. These should be £16.99, £9.99 and £9.99 respectively.

In 1/72nd scale there will be the T-4 'Blue impulse' (£9.99), SH-60B Seahawk 'Warlords' (£9.99), Tornado '1994 Tiger Meet' (£14.99), PIY1-S 'Ginga' night fighter (£24.99), SBD-6 Dauntless (£9.99), N1K1 Kyofu (£10.99), PIY2-S Kyokku (£24.99), Hawker Hurricane Mk IIc (£9.99), F4F-3 Wildcat 'Thatch & O'Hare' (£8.99), RN Tarpon Mk I (£10.99), F4U-1A Corsair 'Kempford' (£7.99), Fw 190A-6 Nachtjäger (£8.99), Hurricane Mk IID (£9.99) and TBM-1C Avenger 'Special Mark' (£10.99).

In 1/48th there will be the A-7E Corsair II (£26.99), Bf 109E 'Bulgarian' (£17.99), Learjet 35/36 (£15.99), Learjet C-21 USAF (£15.99), Falcon 100 French Navy (£15.99)

and Learjet 35/36 Swiss Air Force (£15.99).



Re-issues will include the A-4E/F Skyhawk (£28.99) in 1/32nd, the Grumman S2F-1 Tracker (£9.99), Mil-24 Hind E (£13.99), Nakajima B5N2 'Kate' (£6.95), A-6E Intruder (£8.99), MiG-27 'Flogger' (£8.99), F-102 Delta Dart (£8.99), F-106 Delta Dagger (£8.99), Aichi E13A1 'Jake' (£8.99), UH-60A Blackhawk (£9.99) and F/A-18 Hornet (£9.99) in 1/72nd scale.

Warlords

A new name to me this one. I have been informed that this company will be producing an injection moulded plastic kit of the Blohm & Voss Bv 40 and Stummelhabicht glider as a two-in-one set. The kits are expected to be £12.99 for the set and the UK importer is H.G.Hannant Ltd.

Doyusha

If you like airliners then I am sure you will know this firm. Recently the UK prices for these kits rose so sharply that the importers dropped the range. H.G.Hannant Ltd however have persuaded them to import a special number exclusively for them. Those due are the Boeing 777 All Nippon and the Boeing 777 Japan Airlines. Each will cost £49.99 and they are extremely limited. If you want to reserve one contact Hannants as soon as possible.

Aires Hobby Models

The latest aviation related items from this Czech firm are a Daimler-Benz DB 603 in 1/48th scale. The engine is resin with etched brass detail and it retails for £5.60. A new update for the Hasegawa F6F-5 Hellcat in 1/48th scale is also due. This resin set will include a new floor, seats, sidewalls and instrument panel and will cost £5.60. UK sources include H.G.Hannant and Four Plus UK.

Eduard

A while ago you may recall that I mentioned a new series of models from this source which would be all in etched brass and plastic. The series is called 'Stripped Down', as each subject is depicted without its fabric covering, and the first in the range is the Fokker E.III in 1/72nd scale. Sources in the UK include Hannants and Four Plus UK and the retail price should be about £10.75.

New etched brass sets include the Ki-100, P-47N and MiG-15bis in 1/48th scale (£5.95 each) and the Spitfire Mk XIV (£4.95), Do 217K/N (£5.95) and PV-1

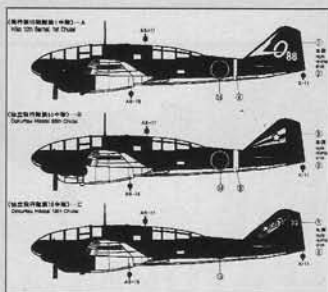
Ventura (£7.95) in 1/72nd scale.

Due for release very soon will be sets for the Su-22UM, P-38J Lightning, Su-34 and Pe-2 in 1/72nd scale and the Hurricane Mk 1, Su-27UB, A-6E Intruder/EA-6B Prowler, Su-22M4, P-39 Airacobra and A6M3 Zero in 1/48th scale.

Tamiya

The big, big news here is the Ki-46III Dinah in 1/48th scale. I speculated about the price of such a kit in this scale from this source, and came to a figure of around £25.00. How wrong could I be! The UK price has just been announced and it's £18.99 - I want six of them!

The kit is already out in the USA and it features three colour options and these are '88' a 10th Sentai, 1st Chutai machine, a Dokuritsu Hikotai, 55th Chutai operated machine and a Dokuritsu Hikotai, 18th Chutai aircraft. The final option carries the leaping tiger motif on the vertical tail surface. To give you an idea of the kit's size in this scale it is 229mm long with a wingspan of 306mm. The kit features the large ventral drop tank carried by the type and the glazed cockpit and rear canopy consists of three sections per area. This should therefore allow you to accurately pose the canopies open. I can't wait to see this kit.



Also seen in the USA is the G4M Betty and although I don't have any additional information the kit sounds most impressive being 46cm long! If the Dinah's price is an indication of how things are going with Tamiya are we going to see the Betty for under £24.00? - I hope so.

Academy

The latest news about releases from this source is as follows:

July: Spitfire XIV-E (1/48th)

B-24H Gemini (1/72nd)

August & September:

B-24H Aries (1/72nd)

Ki-61 Hein (1/144th)

Aichi 'Jake' (1/144th)

October, November & December:

B-24H Aquaria (1/72nd)

SB-17 ASR (1/72nd)

B-29 & Skyrocket (1/72nd)

DC-6B (1/144th)

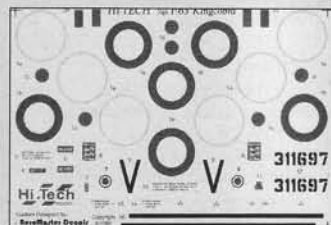
Super-G Constellation (1/144th)

You should note that as far as I can tell the following are not due until 1997 now: 1/72nd

Hurricane Mk II; 1/48th P-47D Thunderbolt; F-86F Sabre; Hunter F.6; MiG-21PF; Hunter FGA.9; and MiG-21ME. I have no idea of when in 1997 they are due however.

Hi-Tech

Any time around about when this issue is read should see the arrival of the first in a new series of 1/48th scale kits from this well known French company. The first kit is of the Bell P-63C Kingcobra and it will feature injected wings, fuselage, tail and undercarriage, resin wheels, cockpit tub and exhaust, etched instrument panel, u/c doors



and interior detail, metal propeller and control column and a vac-formed canopy. The kit will feature one decal option: 311697 'V' which was operated by the French AF 'Normandie Niemen' in Indo-China. The decals in the kit are produced for Hi-Tech by AeroMaster, so you know their quality. The UK price for the kit is just £24.95 and the importer is H.G.Hannant Ltd. contact them on 01502 517444 for more details.

Osprey

I don't usually mention books here, but I don't see why I should not as they are about as important a part of this hobby as most things.



The latest in the softback 'Aircraft of the Aces' series are 'Focke-Wulf Fw 190 Aces

of the Western Front', and 'Hellcat Aces of World War 2'. Each title should retail for about £9.99 and they will be followed in September by 'Bf 109D/E Aces, 1939-41' and Spitfire Mk I/II Aces, 1939-41'.

AeroMaster

A new idea called the 'Choice Kit Collection' has been announced by this firm. The idea behind it is to produce high quality kits utilising well-known companies' moulds and incorporating new resin and etched brass detail parts and new decals. The first two kits due by the end of August 1996 are the Heller Mirage 2000N and the F-84G Thunderjet. Each kit will cost about \$20+ in the USA so once imported into the UK I suspect they will be around £15.00. In 1/48th scale the MiG-21MF/Bis/SMT and MiG-17 from the OEZ moulds are also to receive the same treatment. These kits will be \$30+ so they should be around £25.00 in the UK.

As to yet I have no idea of whether the series will be on general release in the UK so I will keep you posted.

Maintrack Models

This well known Hastings based company produce an excellent range of conversions and vac-formed kits, however they have just started an all-new range of injection moulded plastic kits in 1/72nd scale. The first kits on offer are the TA-7C/EA-7L Corsair II and the A-7K Corsair II. Each two-seater features a decal sheet and the first example has four options on it. The UK price for these kits are £7.99. See Maintracks advert elsewhere for details.

Project X

This is the vac-formed side of Maintrack Models operation and the next two subjects in this series are the De Havilland DH 110 in its 2nd Prototype guise and the Northrop A-9A. Each kit features vac-formed main components, white metal detail parts and decals. The UK price for these two should be £11.95 each.

Golden Wings

This is a special range of 1/48th scale vac-formed kits produced by Maintrack Models. The next kit to be issued in the series will be the Grumman F9F-8/P Cougar. It will feature vac-formed main components, metal detail parts and decals and it should cost £22.50 in the UK.

Krak Models

This Czech resin kit manufacturer's next release is the Nakajima Army Type 91 in 1/72nd scale. I have no idea of price at present, but the range's UK importer is H.G.Hannant Ltd, so give them a ring for details.

CzechMaster Resin

New from this source are the E11 'Laura' (£16.99), SO-6021 Espadron (£17.99), SO-6025 Espadron (£17.99), SE.2415 Grogard (£19.50), SO.M1 (£15.99), SPECMAS 1402 Gerfaut I (£15.99), Dornier Do 22L wheeled version (£18.50), Heinkel He 42C (£18.99) and the Dornier Do 212V1 (£18.50).

Each resin kit is available from H.G.Hannant Ltd.

Heller

As many will know Heller are going to re-issue a lot of kits which have been sought after for many years. This series of re-issues has now begun and the first kits include the Bloch MB210 (£9.99), Les Mureaux 117 (£3.49), Caudron C.635 Simoun (£3.49), Nieuport-Delage NiD-622 (£3.49),



Dewoitine D.520 (£3.49), DH 89 Dragon Rapide (£7.99), Mirage F1C (£5.49), Mirage IIIER/5BA (£5.49), Mirage F1CR (£5.49), AS 352 (£7.99) and CL-215 (£9.99). The DH89 features markings for a 1940 operated RAF example and an Air Couriers Ltd machine of 1937. The Mirage F1CR has French and Spanish AF markings and the AS 352 helicopter comes with Spanish and Venezuelan decals.

Aeroteam

The new 1/72nd scale injection moulded MiG-21UM 'Mongol' 2-seat is now available in the UK. The model features markings for Czech, Soviet and East German Air Force operated machines and it costs £7.99 from the UK importer, H.G.Hannant Ltd.

High Planes

There have been a lot of rumours about improved injection moulded techniques in New Zealand and Australia so the news that the latest kits from this source feature such

improvements comes as no great surprise. The first kit in the 'new' style is the F4U-7 Corsair in 1/72nd scale (£16.20). This is followed by the GAF Pika which was the proof-of-concept aircraft for the Jindivik drone (£12.60), the Bristol Beaufighter Mk II (£23.95) and the North American P-51A Mustang (£11.40). Each kit features vac-formed canopies from Falcon and the Merlin powered Beaufighter Mk II also features metal undercarriage and decals for 3 RAF machines, hence the higher price tag.

One UK source is H.G.Hannant Ltd and the prices quoted above are from this source.

AV Resins

Two more projects from this resin kit manufacturer. The Messerschmitt Me 328 V1 in both its short or long wing layout. Each kit features resin main parts with etched brass detail and decals. The UK price is £22.50 each and the source is Hannants.

Zvezda

This Russian firm actually made the Pe-2 and Ju 87D-5 which are currently being marketed by Italeri. I recently noted a MiG-3 in this firm's box and wondered if at last we had a better example than the Italeri one, which in turn had originally been produced by a company called Cap Croix du Sud. However my hopes were dashed as this is a complete about-turn in so far as this is a Zvezda packaging of an Italeri kit! Just goes to show you can never tell what's in the box unless you take a look.

Dragon

I have said of late that I had heard little from this firm, well various sources are now telling me that this company intends to drop its entire aircraft model range in the very near future. If this is correct I can only hope that they make their way to someone like Italeri and don't disappear for good.

It is strange considering the above point then to realise that in American magazines the 1/72nd Su-24MR Fencer F (Kit No 2516), the 1/144th ECR Tornado (Kit No 4563) and the 1/72nd IJA Type 5Fighter 'Tony' (Kit no 5022) are still being advertised as 'new'?

Pend Oreille Model Kits

With the release of the Defiant in 1/48th scale from Classic Airframes I wondered how long it would be before someone did some form of detail set for it. This company I must admit was the furthest from my mind, however it seems that they have released a resin upgrade set for the type. The set comprises new separate rudder, tailplanes with separate elevators, separate ailerons and 'weighted' main wheels.

I only have a price for the set and that is just \$8.00 so it should be no more than

£8.00 over here. I believe that this firm can be obtained in the UK from IW Models of Luton.

Rechlin Details

This is a new firm to me and one which will obviously be dealing with all things Luftwaffe (Rechlin was the Luftwaffe's research, test and evaluation centre in WWII). Noted in an American source was this firm's first detail set which is for the Focke-Wulf Fw 190A-2/3/4 in 1/48th scale. The twenty-nine piece set also includes new armoured glass and all the detailing is covered in the 18 page instruction booklet! The price in America is \$26.50 and the only source I have is DogFight Hobbies in the USA. Give them a ring on 001 610 269 6818 for more details.

Verlinden

Due to the massive costs involved with producing items in their native Belgium, Verlinden Products have recently moved to America.



The latest aviation related subjects from this company are the RF-4C Phantom update for the Revell kit in 1/32nd scale. The set comprises new resin seats, etched sidewall and cockpit interior detail, resin radar unit and etched canopy rails. The American price is \$24.95 so it should be about £20.00 in the UK. In 1/48th scale there is a set called 'Luftwaffe maintenance corner WWII' and this comprises a DB-603 aero engine complete with its shipping crate, a work bench, tool boxes, machine guns and ammo drums and various tools. Most of the set is resin, but the tools are all etched brass. The American price is \$15.95 so it should be about £12.00 over here.



The Verlinden range is imported by Historex Agents of Dover and most major model shops will stock it.

Insight

This firm produce 1/48th and 1/32nd scale resin gun sights for all superdetail fans out

there. I have noticed however that one of their more recent items is described as a 'Pole-Towed Bomb' and is produced in 1/48th scale. I can only assume that this is the SC500 bomb which was fitted with a V-1 wing and was towed behind an Me 262 on a rigid pole for evaluation trials. If so it will make a 'different' looking 262. The product is priced at a staggering \$40.00 in the USA so it could be as high as £30.00 in the UK.

Also released in their usual range of resin gunships are the PAK-1 (USSR) in 1/48th scale and the N-9 (USAAF) in 1/32nd scale.

All the range is imported into the UK by Avia Imports, so give them a ring on 01473 720993 for more details.

Collect-Aire

Never a month seems to pass without me mentioning the latest in this American firm's range of limited production resin kits.



The most recent is the Northrop XP-56 'Black Bullet' to 1/48th scale. The kit, as usual, features cast resin main components with recessed panel lines, metal detail parts, Scalemaster decals and a custom full-colour box. The kit is limited to just 200 worldwide and it costs \$89.95 plus \$12.00 shipping.

The firm accept Access and Visa and they can be contacted on 001 508 688 7283, Fax 001 508 685 0220.

Monogram Aviation

Many of you I am sure are eagerly awaiting the new 'German Aircraft Interiors 1935-45 Vol 1' from this firm. Well the wait should not be too long now as the title is due to be published in September this year. The title costs \$49.94 and will contain 256 pages, 495 photographs (212 colour) and will measure 229 x 305mm.



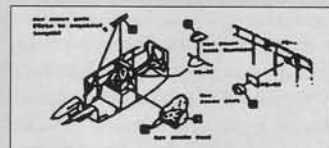
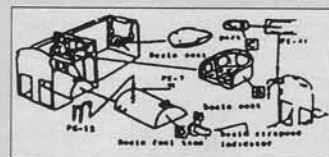
Announced next is the second in the 'Monarch' series and this deals with the Dornier Do 335 Pfeil. The title will be the same dimensions as that above and it will

contain twelve colour illustrations, 144 pages and 164 photographs, 23 of which are in colour. The title is written by J. Richard Smith, Eddie J. Creek and Thomas H. Hitchcock and it will be well worth having. The title is available on a special pre-publication offer price of \$31.95 up until 14th September 1996 directly from the publishers so if you want a copy contact them at;

Monogram Aviation Publications,
PO Box 223, Sturbridge,
Massachusetts 01566, USA.

Altee Models

A couple of new 1/48th scale resin cockpit upgrade sets have been released by this American firm. The first is for the Hannover CL.IIIa and is designed for the Eduard kit. It costs \$6.50 in the USA. The other is for the Albatros C.III which is also from Eduard and it costs \$5.00.



I do not have a UK source for the firm so you may wish to contact them directly, their address is; c/o Edward P. Dyer, PO Box 1030, Roslyn, PA 19001-9030, USA.

Belcher Bits

Neat name that isn't it! This Canadian firm produce resin upgrades and conversions and their latest is a correct fin and rudder assembly for the Monogram/Revell PBY-5 Catalina in 1/48th scale. This large chunk of resin replaces almost the entire rear end of the kit with the exception of the tailplanes and it is available in the UK from Hannants at £9.95.

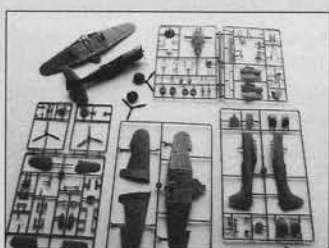
To come from them in the near future is a PBY-2/3/4 conversion set which will comprise a new tail, separate rudder, fuselage insert for waist hatches and two types of engine cowls (-2 and/or -3/4). The entire set is designed for the Monogram/Revell kit and it is listed at \$20.99 in the USA so it should be about £17.00 over here.

Having said this firm only make conversions and upgrades I am now proved wrong as the next item is the first in a new series of complete resin kits. The subject is the Sikorsky HO3S/S-51 Dragonfly to 1/48th scale. The kit will include a complete interior, two styles of rotor blades, optional parts for a Westland Dragonfly HR.3 and decals for USN, USMC, RN, RCAF and special movie markings. The price for this

kit is £71.99 in the USA so if it is imported into the UK you are going to be looking at a price of at least £55.00.

Accurate Miniatures

As many of you have probably been wondering about this firm I thought I should let you know what's been happening. In a recent conversation with them it was apparent that they had been delayed by many factors, all of which were outside their control.



However things seem to have settled down now and as you can see by the photographs the Il-2 normal undercarriage and skis has reached the final test shot stage. The Avenger and P-51B & C are reality and the pictures of the completed model just illustrate the amount of detail and the quality of each. If you got the Hasegawa SBD in preference to the Accurate Miniatures one then you made a mistake. Take a look at the picture of the sprues and you will note the perforated dive brakes,

two styles of propeller and three part engines. The quality of these kits looks excellent and we hope to bring you full build articles on all the new range once they are available in the UK later this year.

R&D Replicas

New from this American source is the Focke-Wulf Ta 154 in 1/48th scale. The kit is vac-formed with resin detail parts and it retails for \$33.50 plus \$3 shipping.

I do not have a UK source for this firm so contact them directly at; P.O. Box 2523, Castro Valley, CA 94546

Delta Aviation

This firm is well known for its Delta Decal and Delta Bits range of accessories. However in July 1996 it will launch a quarterly magazine dedicated just to the 1/72nd scale aircraft modeller, called Small Scale Aviator the title will cost £3.25 each and the first edition will feature Italian AF Gulf War Tornado's, YB-40 conversion and a Spitfire family tree amongst other things.

If you want to know more about this and all other Delta products call or fax them on 0114 233 4187.

Monogram

I originally thought that the 'new' 1/72nd scale F-104C which is being issued in the UK by Revell was a revised FROG kit, however looking through an American magazine I noted that Monogram are about to issue an F-104C which they claim is 'all new'. I cannot believe that the two firms, which are closely tied together, would waste money on two kits of the same variant. Someone's confused here and my betting is that the Monogram one is in fact the revised FROG tooling under the guise of a 'new' kit.

Many rumours are circulating as to what Monogram are up to now the Catalina is out. We are all aware that an all-new kit of the Messerschmitt Bf 110G-4 in 1/48th scale is due towards the end of the year, but types such as the He 219A-7 and Me 410 just keep on cropping up. I know for sure that a couple of new toolings are being worked on and all I can say now is 'two fat ladies' and Condor!

Lone Star Models

The latest release from this Texas based firm is the lovely Lohner 'L' flying boat to 1/72nd scale. The kit features a single piece hull, vac-formed wings etc (18 parts), four white metal parts and over 100 etched brass detail pieces. Struts and plastic card along with decals are also included and the kit costs \$40.00 including shipping.

I do not believe there is a UK source for the range so contact the firm directly at: 13758 Drakewood, Sugar Land, TX 77478, USA.

Previews

You will notice this month that some of the previews have an 'Origin' sub-heading. It has become increasingly noticeable that many of you are confused and concerned about the number of re-boxings of other manufacturers kits which is occurring. In future all kits which are released under another company's label will carry this origin heading and in it will be the original manufacturer of the kit and a country of origin. We hope this helps - Ed



TECHNICAL DATA

Kit: Junkers Ju 87B Stuka **Manufacturer:** Astrokit
Scale: 1/72nd **Price:** TBA **Origin:** Fujimi
Type: Injection Moulded Plastic.
Parts: Plastic; 57, Clear; 2
Decal Options: 2 (Italian), 1 (Luftwaffe), 1 (Captured)
Source: AstroModel S.A.S. Via M. Lercari, Sez. M.n.5 (Darsena) 16126 Genova, Italy
Tel: 010 2464555 **Fax:** 010 256477



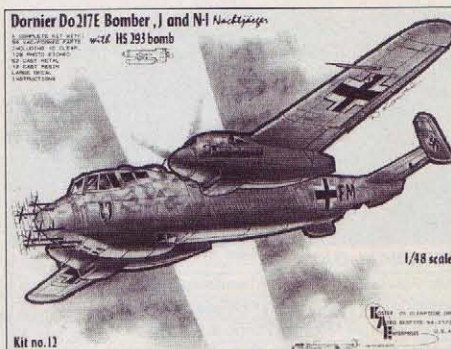
TECHNICAL DATA

Kit: Pfalz D.XII **Manufacturer:** Blue Max
Scale: 1/48th **Price:** £19.99
Type: Limited-Run (1500 Worldwide) Injection Moulded Plastic & Metal.
Parts: Plastic; 5 Metal; 20
Decal Options: 2 (NOT Inc Lozenge decals required).
Distributor: Pegasus/Blue Max, Lancaster House, PO Box 50, Whitstable, Kent. CT5 2UX
Tel: 01227 277569 **Fax:** 01227 770195



TECHNICAL DATA

Kit: Sukhoi Su-27 'Flanker B' "Russian Knights"
Manufacturer: Academy
Scale: 1/48th **Price:** £26.50
Type: Injection Moulded Plastic
Parts: Plastic; 104, Clear; 3, PVC; 3 **Decal Options:** 1
Importer: Toyway, Unit 20, Jubilee Trade Centre, Jubilee Road, Letchworth, Herts. SG6 1SG
Tel: 01462 672509 **Fax:** 01462 672132



Kit no. 12

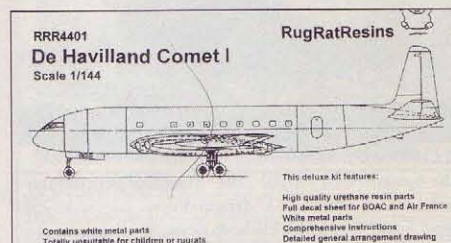
TECHNICAL DATA

Kit: Dornier Do 217E, J & N-1 Nachjäger
Manufacturer: Koster Aero Enterprises
Scale: 1/48th **Price:** £N/K
Type: Vac-Formed Plastic, resin, etched Brass and Metal.
Parts: Plastic; 84, Plastic (Clear); 10, Etched; 109, Resin; 12, Metal; 52
Decal Options: 5
UK Source: Aeroclub, 5, Silverwood Avenue, Ravenshead, Nottingham. NG15 9BU
Tel: 0115 967 0044 **Fax:** 0115 967 1633



TECHNICAL DATA

Kit: Daimler Benz Project "A" **Manufacturer:** Toad Resin
Scale: 1/72nd **Price:** £195.99
Type: Resin, Metal and Vac-Formed Plastic
Parts: Resin; 52, Metal; 50, Vac-Form; 6 (4=Clear)
Decal Options: 1
Distributor: Toad Resin, 152, Godstone Road, Caterham, Surrey. CR3 6RB



TECHNICAL DATA

Kit: De Havilland Comet I **Manufacturer:** RugRatResins
Scale: 1/72nd **Price:** £26.45
Type: Resin & White Metal
Parts: Resin; 6, Metal; 25
Decal Options: 2 (BOAC & Air France)
Distributor: RugRatResins, 11 Royal Crescent Mansions, 10 Marine Parade, Brighton. BN2 1AT



TECHNICAL DATA

Kit: Boeing B-52G (Late Model) Stratofortress
Manufacturer: AMT/Ertl
Scale: 1/72nd **Price:** £26.99
Type: Injection Moulded Plastic
Parts: Plastic; 117, Clear; 1 **Decal Options:** 2
Importer: Ertl Europe Ltd, Falcon Road, Exeter. EX2 7LB
Tel: 01392 445434



TECHNICAL DATA

Kit: Focke-Wulf F.II **Manufacturer:** Special Hobby
Scale: 1/72nd **Price:** £9.95
Type: Limited-Run Injection Moulded Plastic & Etched Brass
Parts: Plastic; 29, Etched; 14 **Decal Options:** 1
Importer: H.G. Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 **Fax:** 01502 500521



TECHNICAL DATA

Kit: Tupolev ANT-5 **Manufacturer:** AGA Models
Scale: 1/72nd **Price:** £5.95
Origin: Nakotna (Russia) (Also re-boxed by Encore)
Type: Injection Moulded Plastic
Parts: Plastic; 60 **Decal Options:** 1
Importer: H.G. Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 **Fax:** 01502 500521



TECHNICAL DATA

Kit: Polikarpov I-3 **Manufacturer:** AGA Models
Scale: 1/72nd **Price:** £5.95
Origin: Nakotna (Russia) (Also re-boxed by Encore)
Type: Injection Moulded Plastic
Parts: Plastic; 31, Clear; 1 **Decal Options:** 1
Importer: H.G. Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 **Fax:** 01502 500521

Zeppelin „Rammer“



resin kit 1:72
with decals, white - metal parts

A+V models

TECHNICAL DATA

Kit: Zeppelin Institute 'Rammer'
Manufacturer: A+V Models
Scale: 1/72nd **Price:** £11.50 **Type:** Resin and White Metal
Parts: Resin; 7, Metal; 2, Vac-Form (Clear); 1
Decal Options: 1
Importer: H.G. Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 **Fax:** 01502 500521

BREDA 65A80



1:48

Resin kit with metal parts

TECHNICAL DATA

Kit: Breda 65A80 **Manufacturer:** Warrior Models

Scale: 1/48th **Price:** \$25.00 (plus postage)

Type: Resin & White Metal.

Parts: Resin; 36 Metal; 11 **Decal Options:** 2

Source: Warrior Models, 54-152 Wroclaw, ul. Kozanowska 75/16, Poland.



TECHNICAL DATA

Kit: Sukhoi Su-22M4 **Manufacturer:** KP

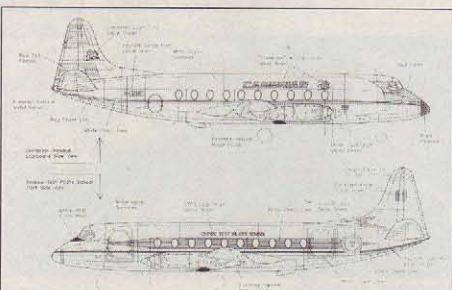
Scale: 1/48th **Price:** £22.50

Type: Injection Moulded Plastic.

Parts: Plastic; 132 Clear; 10 **Decal Options:** 2

Importer: H.G. Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT

Tel: 01502 517444 Fax: 01502 500521



TECHNICAL DATA

Kit: Vickers Viscount Series 700

Manufacturer: Airways Vac Forms

Scale: 1/72nd **Price:** TBA

Type: Vac-Formed Plastic & White Metal.

Parts: Plastic; 22 Clear; 1, Metal; 13

Decal Options: 2 (ETPS & Cambrian Airways)

Source: H.G. Hannant Ltd & Maintrack Models



TECHNICAL DATA

Kit: Agusta-Bell AB412 **Manufacturer:** Astrokit

Scale: 1/72nd **Price:** TBA **Origin:** Fujimi

Type: Injection Moulded Plastic & Resin.

Parts: Plastic; 89, Clear; 14, Resin; 12 **Decal Options:** 1

Source: AstroModel S.A.S. Via M.Lercari, Sez M.n.5 (Darsena) 16126 Genova, Italy

Tel: 010 2464555 Fax: 010 256477



TECHNICAL DATA

Kit: Agusta-Bell AB206 **Manufacturer:** Astrokit

Scale: 1/48th **Price:** TBA **Origin:** Fujimi

Type: Injection Moulded Plastic & Resin.

Parts: Plastic; 58 Clear; 9, Resin; 8 **Decal Options:** 1

Source: AstroModel S.A.S. Via M.Lercari, Sez M.n.5 (Darsena) 16126 Genova, Italy

Tel: 010 2464555 Fax: 010 256477



TECHNICAL DATA

Kit: Heinkel He 162 C (Swept Wing & Vee Tail & HeS 011)

Manufacturer: Planet Models

Scale: 1/72nd **Price:** £22.50

Type: Resin, White Metal and Vac-Formed Clear Plastic

Parts: Resin; 13, Metal; 5, Vac (clear); 1 **Decal Options:** 1

Importer: H.G. Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT

Tel: 01502 517444 Fax: 01502 500521



TECHNICAL DATA

Kit: Agusta-Sikorsky SH3D-3DH **Manufacturer:** Astrokit

Scale: 1/72nd **Price:** TBA **Origin:** Fujimi

Type: Injection Moulded Plastic & Resin.

Parts: Plastic; 95, Clear; 9, Resin; 9 **Decal Options:** 2

Source: AstroModel S.A.S. Via M.Lercari, Sez M.n.5 (Darsena) 16126 Genova, Italy

Tel: 010 2464555 Fax: 010 256477



TECHNICAL DATA

Kit: Heinkel He 162B (2x Argus AS 014)

Manufacturer: Planet Models

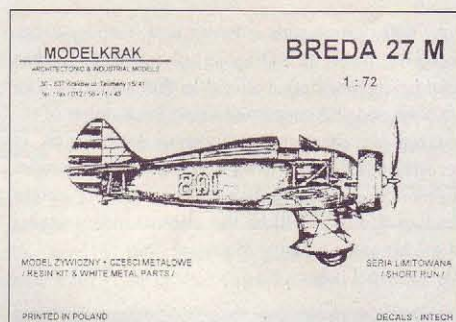
Scale: 1/72nd **Price:** £22.50

Type: Resin, White Metal and Vac-Formed Clear Plastic

Parts: Resin; 18, Metal; 5, Vac (clear); 1 **Decal Options:** 1

Importer: H.G. Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT

Tel: 01502 517444 Fax: 01502 500521



MODELKRAK

ARCHYTEKONIA & INDUSTRIAL MODELS
30-107 Kraków ul. Tatarska 15-41
Tel: 011 102 16 11-11 48

BREDA 27 M

1:72

MODEL TWICZONY - CZESCI METALOWE
/ RESIN KIT & WHITE METAL PARTS /

SERIA LIMITOWANA
/ SHORT RUN /

PRINTED IN POLAND
NR KAT. 81

DECALS - INTER

TECHNICAL DATA

Kit: Breda 27M **Manufacturer:** Krak Models

Scale: 1/72nd **Price:** £17.50

Type: Resin and White Metal

Parts: Resin; 8, Metal; 8 **Decal Options:** 1

Importer: H.G. Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT

Tel: 01502 517444 Fax: 01502 500521



TECHNICAL DATA

Kit: Messerschmitt Bf 100C/D **Manufacturer:** Astrokit

Scale: 1/48th **Price:** TBA **Origin:** Fujimi

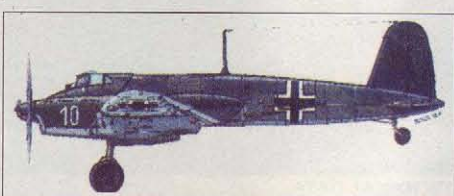
Type: Injection Moulded Plastic.

Parts: Plastic; 120, Clear; 6

Decal Options: 3 (Luftwaffe) & 1 (Italian)

Source: AstroModel S.A.S. Via M.Lercari, Sez M.n.5 (Darsena) 16126 Genova, Italy

Tel: 010 2464555 Fax: 010 256477



TECHNICAL DATA

Kit: Henschel Hs 129A **Manufacturer:** Pavla Models

Scale: 1/72nd **Price:** £11.50

Type: Limited-Run Injection Moulded Plastic, Etched Brass and Vac-Form Clear

Parts: Plastic; 43, Etched; 43, Clear; 2, Acetate; 4

Decal Options: 2

Importer: H.G. Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT

Tel: 01502 517444 Fax: 01502 500521



TECHNICAL DATA

Kit: Junkers G-38 **Manufacturer:** Revell

Scale: 1/144th **Price:** £14.95

Type: Injection Moulded Plastic.

Parts: Plastic; 56 Clear; 23 **Decal Options:** 1

Distributor: Revell (GB) Ltd, c/o Binney & Smith Ltd, Amphill Road, Bedford.

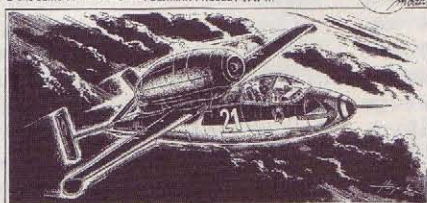
Tel: 01234 360201



TECHNICAL DATA

Kit: Agusta-Bell AB212 ASW/ECM **Manufacturer:** Astrokit
Scale: 1/72nd **Price:** TBA **Origin:** Fujimi
Type: Injection Moulded Plastic & Resin.
Parts: Plastic; 89, Clear; 15, Resin; 20 **Decal Options:** 2
Source: AstroModel S.A.S. Via M.Lercari, Sez M.n.5 (Darsena) 16126 Genova, Italy
Tel: 010 2464555 **Fax:** 010 256477

Heinkel He 162 A 'Volkstäger'™ one Jumo 004 D turboprop • GERMAN PROJECT WW II/



TECHNICAL DATA

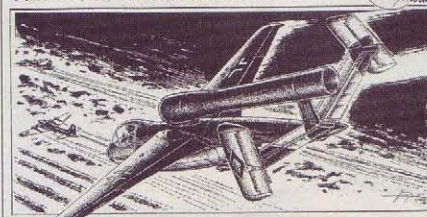
Kit: Heinkel He 162A (JUMO 004D)
Manufacturer: Planet Models
Scale: 1/72nd **Price:** £22.50
Type: Resin, White Metal and Vac-Formed Clear Plastic
Parts: Resin; 15, Metal; 5, Vac (clear); 1
Decal Options: 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 **Fax:** 01502 500521



TECHNICAL DATA

Kit: Breda-Nardi NH500MC/MD **Manufacturer:** Astrokit
Scale: 1/48th **Price:** TBA **Origin:** Fujimi
Type: Injection Moulded Plastic & Resin.
Parts: Plastic; 57, Clear; 15, Resin; 17 **Decal Options:** 2
Source: AstroModel S.A.S. Via M.Lercari, Sez M.n.5 (Darsena) 16126 Genova, Italy
Tel: 010 2464555 **Fax:** 010 256477

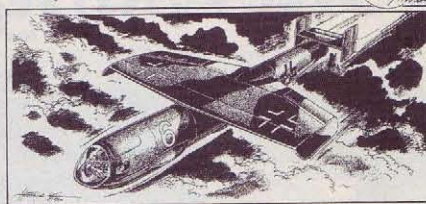
Heinkel He 162 B 'Volkstäger'™ one AS 044 pulse jet • GERMAN PROJECT WW II/



TECHNICAL DATA

Kit: Heinkel He 162A (Argus AS 044)
Manufacturer: Planet Models
Scale: 1/72nd **Price:** £22.50
Type: Resin, White Metal and Vac-Formed Clear Plastic
Parts: Resin; 11, Metal; 5, Vac (clear); 1
Decal Options: 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 **Fax:** 01502 500521

Heinkel He P. 1077 'Julia' /GERMAN PROJECT WW II/



TECHNICAL DATA

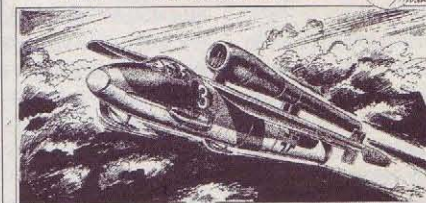
Kit: Heinkel He P.1077 'Julia' **Manufacturer:** Planet Models
Scale: 1/48th **Price:** £22.50
Type: Resin and Vac-Formed Clear Plastic
Parts: Resin; 10, Vac (clear); 1 **Decal Options:** 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 **Fax:** 01502 500521



TECHNICAL DATA

Kit: Tupolev I-4/I-4 Zveno **Manufacturer:** AGA Models
Scale: 1/72nd **Price:** £5.95
Origin: Nakotna (Russia) (Also re-boxed by Encore)
Type: Injection Moulded Plastic
Parts: Plastic; 60 **Decal Options:** 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 **Fax:** 01502 500521

Heinkel He P. 1077 'Romeo' /GERMAN PROJECT WW II/



TECHNICAL DATA

Kit: Heinkel He P.1077 'Romeo'
Manufacturer: Planet Models
Scale: 1/48th **Price:** £22.50
Type: Resin and Vac-Formed Clear Plastic
Parts: Resin; 14, Vac (clear); 1 **Decal Options:** 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 **Fax:** 01502 500521



TECHNICAL DATA

Kit: Boeing 747-400 'British Airways'
Manufacturer: Revell
Scale: 1/144th **Price:** £15.95
Type: Injection Moulded Plastic.
Parts: Plastic; 76, Clear; 5 **Decal Options:** 1
Distributor: Revell (GB) Ltd, c/o Binney & Smith Ltd, Amphill Road, Bedford.
Tel: 01234 360201



TECHNICAL DATA

Kit: Heinkel He 111 & V-1 **Manufacturer:** Revell
Scale: 1/48th **Price:** £19.95
Type: Injection Moulded Plastic.
Parts: Plastic; 106, Clear; 13 **Decal Options:** 2
Distributor: Revell (GB) Ltd, c/o Binney & Smith Ltd, Amphill Road, Bedford.
Tel: 01234 360201



TECHNICAL DATA

Kit: Messerschmitt Me262 3-Seat Night Fighter
Manufacturer: Special Hobby
Scale: 1/72nd **Price:** £9.95
Type: Limited-Run Injection Moulded Plastic, Etched Brass & Vac-Formed Clear
Parts: Plastic; 41, Etched; 14, Vac (clear); 1
Decal Options: 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 **Fax:** 01502 500521



TECHNICAL DATA

Kit: Messerschmitt Bf 109H-1 **Manufacturer:** MPM
Scale: 1/72nd **Price:** £9.95
Type: Limited-Run Injection Moulded Plastic, Etched Brass and Vac-Formed Clear Plastic
Parts: Plastic; 33, Etched; 22, Vac (clear); 2
Decal Options: 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 **Fax:** 01502 500521



TECHNICAL DATA

Kit: Ryan XF2R-1 Dark Shark **Manufacturer:** MPM
Scale: 1/72nd **Price:** £9.95
Type: Limited-Run Injection Moulded Plastic, Etched Brass and Vac-Formed Clear Plastic
Parts: Plastic; 47, Etched; 37, Vac (clear); 1
Decal Options: 1
Importer: H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 **Fax:** 01502 500521

Reviews

Lockheed ES-3A Viking



Technical Data

Manufacturer: AMT/Ertl
Scale: 1/48th Price: £12 - £14
Type: Injection Moulded Plastic
Parts: Plastic: 151, Clear: 4
Decal Options: 1
Distributor: Ertl Europe Ltd, Falcon Road, Exeter, EX2 7LB
Tel: 01392 445434 Fax: 01392 445822

The Kit

The kit comes in a large box with nice art work to attract your attention, inside there are six bags containing the eight sprues plus one tinted sprue for the canopy in its own bag. Also one decal sheet with one aircraft on it of VQ6 Sqn (Black Ravens). There are two instruction sheets, one which is a 4 view paint plan.

The instruction sheet is well laid out in the normal AMT/Ertl USA fashion. It has some useful tips in it and they even admit to flash in a kit and how to deal with it. No history of the ES-3A is included on the sheet, the paint plan is well laid out, giving names and FS numbers for the colours. If followed you should have no problem at all.

The kit is moulded in AMT/Ertl's normal light grey plastic, it has fine engraved detail and raised where needed. There is a very small amount of flash around but nothing to worry about. The main moulds are over ten years old so it's wearing well.

Construction

You start with the ejection seats which are made up of four parts each and when painted they look OK. Since the cockpit is tinted you do not see too much of the interior detail anyway. The rest of the cockpit assembly is made up in to a tub which slots into the fuselage at a later stage. The cockpit is painted mainly Light Grey and I used a few other shades of grey to give contrast. There is no detail for the instruments, this is provided by decals which are white with black backing. To put a bit of colour into the cockpit I used felt tip pens on the decals once in place and this works once viewed through the tinted canopy.

Next you make up the tail hook bay. I always leave the hook itself and its operating arm out until the painting is complete. Here I also found a small difference between the instruction sheet

painting guide and the main painting plan. The instructions give black and yellow stripes for the hook but the paint plan shows Light Ghost Grey and decals 32 and 33 which are dark grey. I opted for the black and yellow version.

Now the assembly brings together the fuselage halves and the fitting of the first new part especially for the ES-3A (Part 205, the APU exhaust) takes place. This replaces the MAD boom in the S-3A version. You also fit the nose gear bay (Part 35) at this stage. I always have trouble in getting a good fit here and the dry runs helped as I had to trim some plastic around the door/FLIR section of this part. I have made this kit three times in its two versions and they were all the same in this respect. Otherwise the fuselage goes together without any trouble at all.

You have the option to have the FLIR pod or the door open. Personally, I like to shut them, then there is less to knock off (Clumsy Me!!).

Next you run through the wing and tail plane assemblies. No trouble here, but it is best to leave all the antennae until the end.

The engine assemblies follow, these made up quite easily, the only thing that needed attention were the moulding marks on the inside of the turbine cowlings because if left they are quite unsightly. Note also that the engines and pylons are handed, so make sure you put them onto the correct wing.

Next you have to fit the new rear belly panel in place and then the new electronics bay doors. Here I found a problem, if you fit the doors in place as they are moulded, you end up with the bulged sections and grills on the underside of the fuselage. This is incorrect as they are on the side. Section 18 of the instructions and the painting guide show the bulged sections and grills on the side and I've found the odd photo that supports this. To get the doors right I needed to trim their edges away until the grills and bulges were in the right place and then make good the gaps that were left with filler, rescribing the hinge line.

The undercarriage went together with no real problems and is very sturdy, just like the real thing. The parts have some detail on them (when this kit first came

out it was thought to be quite well detailed, how times have changed). The cockpit tub can now be slotted into place but before you do, add a lot of weight to the nose cone section so you don't get a tail sitter.

The canopy is tinted a lot darker than when the kit was first released and its a very good fit.

Now it's time to fit all the parts that make it into a ES-3A version. These parts are a new moulding and very good, but you have to follow the plans very carefully because there are no location points on the fuselage. The large electronics housing (part 202) needs careful lining up as if too far forward the front covers the rear crew ejection escape hatches, it needs moving back by about 2-3mm for a correct fit.

The stores in the kit are all new and at last we have the wing tanks for the Viking, plus a buddy refuelling pod, well done AMT/Ertl. I used just the wing tanks in this model and I am going to fit the buddy refuel pod to one of the other Vikings I have done.

Painting

The model was first sprayed with AeroMaster primer, then the main colour, Light Ghost Grey (FS 36375, AeroMaster 9055). It only needed one coat to do the job. The canopy and anti-glare panel were then masked and sprayed Medium Grey (FS 35237, AeroMaster 9052). I must say that it's the first time I have used these paints and I am very impressed with them. Finally I gave the whole model a coat of XtraGloss to take the decals.

Decals

The decals are for only one aircraft of VQ6 (Black Ravens). My decals were in register, but they are not thin. I would put them on the thick side of medium if you know what I mean (Well I do!). The tail markings of the Raven needed a lot of

trimming and I am sure that the rescue arrow should be of the stencilled type not the solid version as supplied. The decals went on OK, if I ever manage to get decals to go on without silvering I will be amazed. There are no wing walk decals but as yet I have not seen a top side photo of the plane to see if any are needed or what style they should be. The box art shows some on the wings/fuselage which is what made me wonder.

Once all the decals are dry I mixed up a few shades of grey to do the patchy paint job as mentioned in the instruction sheet (some would say this is normal for me). I then put all the antennae in place, the larger one (part 209) at the front of the fuselage as most photos show this style and a whip aerial on top of the fuselage housing. The model was then given a coat of Xtra Matt varnish. I used some well thinned Dark Grey on the engraved panel lines plus a wash over the undercarriage. I also dry brushed on some black around the engine exhausts and the APU exhaust at the front fuselage side. This helps to give an 'in service' look when finished and also to hide any small mistakes in the finishing.

Conclusion

So far this is the only ES-3A Viking there is in any scale and as 1/48th is now getting very popular in the UK, a nice move by AMT/Ertl. Even nicer is the inclusion of wing tanks and buddy refuelling pod in the kit and all the parts still left in to make a standard S-3A. I can see this as a best seller, it has always been a good kit and has not lost any of its appeal over the years.

Recommendation

I enjoyed making this kit and fully recommend it to you. Full marks AMT/Ertl.

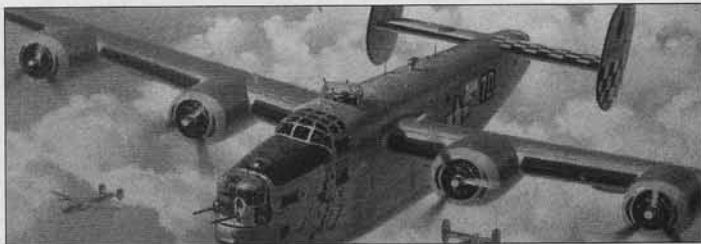
My thanks to Ertl Europe Ltd

Paul Tuckey

Paul's model won a highly commended at the recent Poole model show.



Consolidated B-24M Liberator



Technical Data

Manufacturer: Academy-Minicraft
Scale: 1/72nd **Price:** £17.99
Type: Injection-Moulded Plastic.
Parts: Plastic; 106, Clear; 36
Decal Options: 1
Importer: Toyway, Unit 20, Jubilee Trade Centre, Jubilee Road, Letchworth, Herts. SG6 1SG
Tel: 01462 672509 **Fax:** 01462 672132

The Kit

The 'M' version of the Liberator differed from the earlier types by its more severely slanted bomb aimer's panel, bulged navigator's side windows, a lighter weight turret and it was powered by four Pratt and Whitney supercharged R-1830-65 twin row radial engines.

The kit is boxed in a large carton with a rather nice atmospheric painting of a formation of Liberators with a Geschwader of Fw 190D-9s belting vertically through the middle of the formation. The kit itself is moulded in light grey plastic with clear plastic turrets etc. The exterior detail and panel lining is very very good, something that has become a trademark of Academy kits. There is some interior detail but this is basic and almost none of it is visible once the fuselage is complete. The engines are very nicely detailed and once painted black and dry brushed with a little silver to bring out the detail, I couldn't fault them.

The instructions could have been better I think. A little on the vague side is the best way to describe them.

Construction

Assembly begins with the waist gun interior which is basically a floor panel, two gun mounts and of course, two guns! There is one floor panel for the cockpit and forward compartments.

The fuselage is a rather odd assembly. The fuselage is split in two just forward of the upper turret. The separate nose section is

moulded entirely in clear plastic which makes for a rather odd looking model before painting. However I can see the thinking behind this idea. Simply mask out all the clear/window areas and paint over. This removes any problems with gluing any awkward window panels. I liked this idea and think that maybe the whole fuselage should have been made of clear plastic.

Bulkheads and bomb racks are included along with bomb bay doors in both open and closed position. As the bomb bays on a B24 are really only visible from the underside, and with there being no other details apart from the bomb racks and bulkheads I decided against it and modelled the bays closed. The interior of the B-24 was the usual standard USAF Interior Green but as the bomb bay etc. were closed and the interior somewhat obscured I think I got away with painting it field grey. So there's a little secret between you, me and 30,000 readers (don't tell anyone else!).

The front wheel assembly fits into a yoke that is part of a semi bulkhead giving you the option to have the front wheel in a turning position rather than straight on.

The transparent nose section had all its windows masked out with parafilm and masking tape before any construction was embarked upon. All bulkheads, flooring etc. were put into the fuselage halves which in turn were joined together. Now in the instructions it suggests that the nose halves should be attached to the fuselage halves before joining and then proceed as normal but I could see problems with this and joined the nose together separate from the fuselage and then butted the nose on. My hunch was correct and the fit was not perfect with the nose being slightly oversized and needing trimming down.

The ball turret was a problem as this hangs off a bar that stretches across the fuselage. This promptly snapped as soon as I tried to push the male wishbone turret frame through

the female hole. (Oh, that old chestnut!). The resulting botch job that ensued I am not even going to start to explain!!

As far as the other turrets were concerned the detail was very good but let down by the join lines across glazed panels which look awful no matter how careful you are in the joining process, but then what is the best way to mould them? Another thing I felt let the turrets down was the fact that there was no real description in the instructions of which areas were glazed and which were metal panelling.

The canopy was in three parts; a main screen/hood and two side panels.

The wings fitted together perfectly and fitted perfectly into the fuselage as well. The same was true of the twin tail assembly. The fin and rudders are each a beautifully moulded single piece which fit onto a two piece tailplane. This is one of those areas where you make quick and effortless progress particularly when after about 10-15 minutes for the glue to take, it then clicked into place on the fuselage. Time for some paint!

Painting

The model was painted minus its engine nacelles which were painted at the same time but separately without engines or props included as spray cans do tend to be a bit indiscriminate. The turrets were not in place at this time and neither were the undercarriage or exhausts. With all windows and glazed areas masked off with either Parafilm, tape or masking fluid a good coat of Halford's grey primer was applied. After that had dried over night it was the turn of the good old Holts Nissan Silver. That was the easy bit over with, now came an evening's masking up! All the leading edges, including tail planes and fins had to be painted black. (I believe these to

be expanding rubber for de-icing purposes). The anti-glare panel was masked and all four engine cowls had leading yellow bands. After this job lot masking and spraying session the result was a very attractive model indeed.

The undercarriage and exhausts were painted and applied along with those lovely engines and those not so lovely turrets which I opted to hand paint (Interior Green first and then Silver).

Decals

The decals are beautifully printed and look stunning but be warned they are very, very thin and will tear very easily, especially if softened with Micro Sol. I must admit that I made a bit of a mess of the tail decals which are large and need delicate handling. Also do not try to use them to cover up painting mistakes as I did. On the starboard fin I had some black overspray where the Parafilm came adrift in the painting. "Oh" I thought "the decals will hide that". Not so, they are translucent and highlight any of your botchups to the onlooker. Swines!

Decal Rating : 7/10

Conclusion

On the whole an excellent kit that goes together quickly with ease and little bother. It builds up into a very impressive model that will shine in your collection. My only criticisms are the turrets and the fragile decals but then you can minimise any problems by just being careful.

Recommendation

I can thoroughly recommend this kit to all; young or old.

My thanks to Toyway for the review sample.

Mitch Thompson



Northrop YB-49 Flying Wing

The Kit

Having already been a real madman and made the XB-35 (See Vol 1 Iss 11 Page 610), this latest jet powered version of Jack Northrop's elegant flying wing was a real

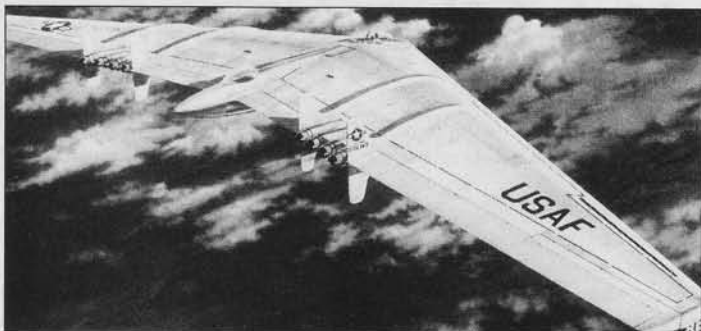
must. I would think about display space later!

The kit is basically a new centre section for the XB-35 wings. Most of the smaller parts of the kit are identical and this did forewarn me of the troubles that might lay ahead.

Construction

This starts with a nice little flightdeck made up of nineteen pieces. All of this area is aluminium in colour and the only detail painting required is the sidewall panels etc

and the seats. The rear gunner's position is made up of three pieces and once these are all painted and assembled you move on to stage 4. Here the flightdeck, gunner's position, nose wheel well and spars are



TECHNICAL DATA

Manufacturer: AMT/Ertl
Scale: 1/72nd **Price:** £25.99
Type: Injection Moulded Plastic
Parts: Plastic; 84, Clear; 5
Decal Options: 1
Importer: Ertl Europe Ltd, Falcon Road, Exeter, EX2 7LB
Tel: 01392 445434 **Fax:** 01392 445822

added to the lower centre section. Once this is dry the upper centre section half can be added. The instructions note that weight is required in the leading edges and I fixed a few fishing weights with superglue to either side of the flightdeck insert before adding the upper centre section.

The outer wing panels are assembled as per stage 2 and these are then added to the completed centre section. The ailerons are not added at this stage, although the tail cone (Pt No 23D) can be. The problems I had encountered with the XB-35 in regard to the wing leading edge inserts (Pt No's 19F and 20F) made me careful at this point. I spent quite a while test fitting and adjusting both of these parts before I finally fixed them in position. Even then you will still probably require filler. The final items to add before painting are the upper and lower vertical fin units. Once these are fitted and all filling and sanding is completed the model was masked and sprayed.

Once the overall colour scheme and decals had dried I add the detail parts such

as the undercarriage and doors, glazings, pitot head and exhaust nozzles.

Note, in Fig.18-2 of the instruction sheet, a lower navigation blister (Pt No. 2H) is shown being fitted. This is not applicable to the YB-49 and it is impossible to fix it to the model as there is no corresponding hole for it to go into!

Accuracy

Going by the dimensions given in the instructions the real airframe had a span of 172' and a length of 53.08' 1". The model scales out with a span of 172' and a length of approximately 53'. Overall this makes for an accurate model.

However I would recommend that you find some additional source information on the type as there are numerous aerials and scoops missing from the exterior of the model which could be added. The Schiffer title on the Northrop flying wings is well worth considering.

Colour Options

This is the easiest part of the entire kit as the model is polished metal overall. Here my usual method was employed, namely prime and check the model using Halford's acrylic primer and then get the Nissan Metallic Silver from the same range and go mad doing large sweeping motions with the spray can in your back garden (not forgetting the model otherwise next door

will think you have flipped!). This really is the way to paint a model as it is done in seconds and dry in minutes - lovely. I am sure there will be a few who wish to spray and polish their model giving different panels different effects, but for me that's all too much like hard work.

Once you have decalised the model (they can be applied directly onto the acrylic as it is glossy), you can apply a coat of clear lacquer from the same source.

Decals

AMT/Ertl are not known for making the best decals and these are no exception. The images are matt with quite prominent and thick carrier film. I applied mine, using a little setting solution, then once they held position I was able to remove the excess carrier film with a scalpel. The smaller images such as the refuelling points were applied as they were and luckily none of them silvered.

The instructions do point out that this kit requires the walkway markings on the wings and that they are not included in the kit. Although it is a relatively simple task to obtain solid colour decal film or strips, I feel that not to even include them is a bad move by AMT/Ertl. This kit will attract many younger modellers and novices and they will be disheartened by the lack of these very prominent markings. Although I cannot reduce the overall rating of the decals for this point, I do feel that it is not very good.

Decal Rating = 6/10

Conclusion

This is another big kit and one which added to the XB-35 and XB-70 make for a most impressive collection of American 'Heavy Metal'. The only problem is display space, as one flying wing will take up the shelf space of eight single engine aircraft in the same scale!

Recommendation

Not one for the complete novice or modeller returning to the hobby, but one which is within the capabilities of most intermediate and above levels.

If you can live with the size of the completed model and you like this era then you will love this kit. Take your time with it though. Thanks for bringing us the big wings from Northrop AMT, how about and N-9M now?

My thanks to Ertl Europe Ltd for the review sample.

Richard A. Frank



P40 E Warhawk

Technical Data

Manufacturer: Monogram
Scale: 1/48th **Price:** £17.00
Type: Injection Moulded plastic.
Parts: 65
Decal Options: 2
Distributor: Revell (GB), Binney & Smith, Ampthill Road, Bedford.
Tel: 01234 360201

The Kit

Many years ago on a day trip to Newcastle (the seaside resort at the foot of the Mountains of Mourne in Co Down, not the town in the North of England where the Brown Ale comes from) my aunt bought me a model aeroplane. The model was the Revell P-40 Warhawk in that delicate shade of dark green plastic that turned white when the glue

touched it. In those days I was a pretty fast builder, in fact I had the entire kit built, sans paint and decals admittedly, in the back of the car on the journey home. On a more recent trip to the seaside (Larne, Co Antrim this time) I spied the Pro Modeler P40E Warhawk alongside its P-39 Airacobra brother, in Carcare, purveyor of model kits to the gentry and after a difficult decision I came home with the P-40, unbuilt this time! I didn't however realise that the Revell P-40 and I were about to be reunited.

The Pro Modeler range is an attempt (misguided in my opinion) to put the Monogram range in the Japanese league by updating some of the older kits with etched brass and new decals, similar to the Hi-Tech range of several years ago. I firstly have to

say that they don't seem to have succeeded, nor do they need to. Monogram have been producing superbly engineered kits of 1/48 aircraft for many years producing such classics as the B-29 Superfortress, TBD Devastator and P-38 multi option Lightning. The purchaser of a Monogram kit has always been assured of a quality product.

The Pro Modeler range includes different levels of updating depending on the kit chosen and this re-vamp of the Revell P-40 has been 'breathed on' thus. A pilot and crew chief are included along with that other modification considered de-rigueur these days, 'flat' tyres. New parts are also supplied for the cockpit bringing it more up to date. The decal sheet is now produced by Scalemaster (no more Monogram high gloss). The 65 parts are now in user friendly light grey plastic, the original green being harder to paint. The most significant change is the new instruction leaflet. The new format

is great, with clear drawings, copious colour notes, modelling tips and photos from the respected Detail and Scale series. The photos are of a restored machine and this may not please the purists among you since some details will undoubtedly be changed during restoration, limiting the photo's usefulness.

Construction.

This phase commences with the cockpit, the floor, backrest, control column and hydraulic pump are all fitted and painted before adding the seat. The kit seat is a bit crude, it can be covered with the optional cushions as the instructions suggest but this necessitates the removal of the moulded on seat belts. This was proving to be a difficult, not to mention dangerous, escapade when I abandoned efforts in favour of a scratch built example folded from plasticard using the original as a pattern, with straps formed from lead foil. The cockpit sides are a straightforward

painting and drybrushing job. The instrument panel is a good representation and the fitting to the cockpit sides is very positive.

The painting and fitting of the radiator is all as advertised although your work will be invisible once the fuselage is closed.

The wing is a three piece affair with the wheelwell walls sandwiched neatly between the upper and lower panels, again straightforward.

The fuselage to wing join requires filler which wreaks havoc with the raised detail leaving you the option of replacing lost detail with stretched sprue or scribing the whole kit. Whilst on the subject of wings, the P40 series of aircraft had a fairly marked dihedral angle on the mainplanes, this kit however does not! and modification will be required. The final details, undercarriage and auxiliary tank can now be added and the model can be prepared for painting.

Colour Options

Two similar colour options are offered, a USAAF machine of the 9th Fighter Squadron, 49th Fighter Group based at Darwin finished in an Aircraft Grey, Dark Earth and Dark Green scheme. This P-40 was requisitioned from the Australian Air Force hence the Dark Green and Dark Earth paintwork. Aircraft of the 9th FS carried a



vivid diving Hawk emblem on the fuselage side, the legends 'Stardust' and 'Oklahoma Kid' are carried on the nose. The national markings are carried in the normal four USAAF positions.

The other option is an RAAF aircraft of 75 Squadron based at Port Moresby in New Guinea (not Australia as the instructions state). It is Dark Earth and Dark Green, but this time with Sky under surfaces. The normal 'Commonwealth' roundels and fin flashes are supplied along with the legend 'Shuftie' for the nose. The instructions tell us

that the word shuftie is Arabic, meaning 'have a close look' (that's one for the trivia fans). As an enthusiastic (some say incorrigible) weatherer who firmly believes that shiny paint has no place on a combat aircraft these schemes suit me down to the ground. However they provide about as much variety as a 1970's disco album. I do not have to hand any alternative schemes but suffice to say "Wot No Sharksmouth"

Decals

The Scalemaster decals are very good.

Register was slightly out on the wing star markings, but nothing serious. There was none of the decal breaking that I had been led to expect on these fine images. I used the Microscale system which worked well, especially where the yellow of the Hawk emblem over paints the rearview window on the left side. The slight silvering evident below the aircraft code was entirely my doing.

Conclusion

This kit is not up to the standard of some of the Japanese offerings, the raised detail sees to that. Co-incidentally I am building the Academy Spitfire XIV as a tandem project and it is light years ahead in terms of surface detail, and cheaper to boot. In other kits within the range we are at least getting subjects that are unlikely to be produced in Japan, the P-39, the Dornier 355 and the Delta Dagger but pitting the Pro Modeler P-40 against the example from Mauve is far from realistic.

Having said that I did enjoy the kit immensely, it must have an olde worlde charm (just like a Morgan Plus 8 or the House of Lords) that appeals, and it certainly looks every bit the P-40 we all know and love.

Richard McEllland

Douglas A-20J 'Havoc'



TECHNICAL DATA

Manufacturer: AMT/Ertl
Scale: 1/48th **Price:** £11.49
Type: Injection Moulded Plastic
Parts: Plastic; 96, Clear; 12
Decal Options: 2
Importer: AMT/ERTL Europe, Falcon Road, Exeter. EX2 7LB
Tel: 01392 445434 **Fax:** 01392 445822

The Kit

Having already done two kits of the A-20 (B/C and G versions), this latest version is a welcome addition to the collection. The kit is based on the earlier versions, with many common components, and the first thing that strikes you about the kit is the detail and when you then consider the price..... lovely!

Construction

One of the best points with any of the AMT range are the instruction sheets. These are big, easy to follow and full of information. Making up this kit is relatively straightforward and there are few areas which pose any real problems.

The cockpit interior is well detailed with separate sidewalls, floor, instrument panel,

control column and seat. Individual painting details are highlighted in the instructions at the point they are needed, not after the event as it were. The rear gun turret is well detailed and the guns are good, although some may wish to replace them with Koster metal versions.

As with all of the A-20 range this kit includes a curious 'bedstead' frame which supports a bomb load. This is if you want to display the bomb doors open, in my estimation this is not a good idea straight from the box as the interior is a little sparse. If you want to open the bomb bay area get an etched fret from Eduard to liven this area up first. There is another good reason for not opening the bomb bay area and this is due to the complete lack of space in the new glazed nose area to add weight. As the A-20 has a tricycle undercarriage nose weights are required. The best way to get over the lack of room in the nose is to add lots of weight just behind the cockpit bulkhead in the bomb bay area, or behind each engine.

The complex shape of the tail and the way in which it has been moulded make for a difficult joint. Test fit it all before applying glue as you may have to make alterations here. If you intend to spray the model you will find the undercarriage units (Stage 8) a nuisance. To fit them into the completed nacelles however will be very difficult. What I did was leave them off and assemble them separately. Once dry they can be added

at any time into the nacelle by turning them through 90 degrees to their true position and lightly squeezing the forward (Pt No's 46/42) struts towards the rear unit (Pt No's 44/40). Sticking all the bulges on each engine cowl is a little tedious, although if done slowly it is not too bad.

With most of the major assembly completed thus far I applied the overall colour scheme and decals. Once all this had dried I added all the clear pieces and detail parts such as the undercarriage, doors, wheels and propellers. The fit of the nose glazings (Pt No's 508 and 507) are a little suspect. Do not cut anything off each side of these as this is where they fit well, just shave about 1mm off the top and bottom of each. Test run the assembly and if more needs to come off you can do it before finally cementing it all in place.

Accuracy

Going by the information given on the kit's instruction sheet the A-20J had a span of 61' 4" and a length of 48'. The model measures up to a scale span of about 61' and a length of 48', which is good enough for my money.

Colour options

There are two colour schemes offered in this kit. The first is the Commander's machine, 646th Bomber Squadron, 410th Bomb Group in mid-June 1944. This machine is Olive Drab over Neutral Grey with invasion

stripes on each wing and around the fuselage. Coded 8U-A this machine has nose art entitled 'Maxine' and it has scalloped Medium Blue panels on each engine cowl.

The other option, and the one I opted for, is an RAF Boston IV coded BZ-433. No information on this machine is included on the instructions. Once again it is Olive Drab over Neutral Grey with Dark Green patches on the leading and trailing edges of the wings, tailplanes and rudder.

Having opted for the RAF version I applied AeroMaster Neutral Grey (9043) underneath and a combination of Faded Olive Drab (9041) and Olive Drab (9040) on top. The leading and trailing edge patches of green were done in RAF Dark Green (9111). The interior is Interior Green (Humbrol 151), the spinners are Chrome (Humbrol 191) with Oily Steel (Xtracolor X503) hubs and matt black blades. Each engine is painted Oily Steel overall with black cylinder heads and silver pushrod tubes and central ring. Tyres are all painted Tyre Black (X505).

Once painting is completed and overall coat of Revell Gloss varnish was applied. Once dry the decals were applied and when they were dry an overall coat of Matt varnish was applied.

Decals

These are the usual AMT style. They are a little thick with a matt finish. I find they can be a bit of a handful in 1/72nd but in 1/48th the curves are not so tight and they therefore will settle down with an application of AERO Sol solution. The

RAF machine in this kit has very few decals and this suited me quite well considering the trouble they can be.

Decal Rating = 5/10

Conclusion

Another fine kit from AMT. I cannot see there being many other types to add to this series, although I am probably wrong, so if you have not got one yet you should seriously consider one.

Recommendation

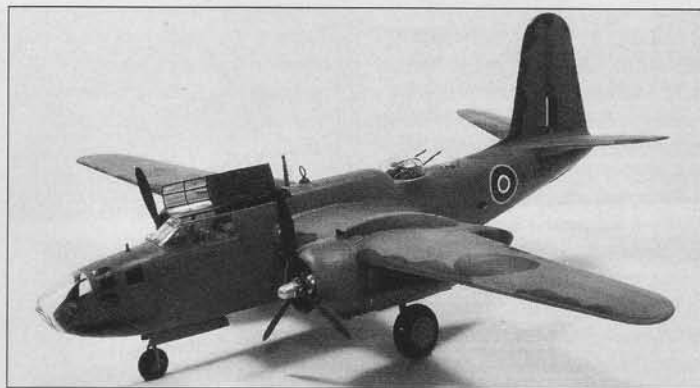
One for all ages I feel and one that has a lot

to offer. There are a few problem areas to deal with, but overall the kit is very easy to build and makes into a most impressive model. Those horrible 'fish scaled' tyres are still present in the kit and if you can't justify a new set of True detail wheels then a quick fix is to just sand it all off - I can live with smooth treads, can't you?

With a price tag of below £12.00 for a 1/48th scale two engine aircraft this is one we can all live with. Keep it up AMT!

My thanks to Ertl Europe for the review sample.

Richard A. Frankis



Messerschmitt Bf 109T



TECHNICAL DATA

Kit: Messerschmitt Bf 109T-1/T-2
Manufacturer: Face
Scale: 1/72nd **Price:** £3.99
Type: Injection Moulded Plastic
Parts: Plastic; 37, Clear; 1
Decal Options: 2
Importer: Pocketbond Ltd, P.O. Box 80, Welwyn, Herts. AL6 0ND
Tel: 01438 798593 **Fax:** 01438 798616

The Kit

Having only just recently had the carrier version of the Bf 109 in this scale from two companies; MPM and Model News, it is strange to find yet another one and even more strange to find that all three kits are from different moulds!

This new version from FACE is all new and is the cheapest option of the three. This is not to say however that this kit lacks quality as it is certainly up to the standards we expect nowadays.

Construction

This is a very easy kit to build as the quality of the mouldings means that everything goes together with little fuss. The cockpit interior is detailed with a floor, control column and seat. As many Bf 109 fans will know the type did not really have a seat, just a pan against the rear bulkhead, so if you wish to modify this you may. The cockpit sidewalls include some details, although many I am sure will want to go further here and I am sure that some of the etched sets available from Eduard may fit this kit. The instrument panel is plain and all the dial faces come courtesy of a decal. Here once again an etched version may be preferred by many.

The Bf 109T (T = Träger - Carrier) came

in T-0, T-1 and T-2 versions. This new kit offers the T-1 and T-2 versions. The T-1 was based on the E-4/N airframe, whilst the T-2 was the T-1 with all the naval equipment removed. The differences between the types offered in this kit are well illustrated in the instructions and it is good to see that the faired spinner of the type is utilised in this kit. The rest of assembly is easy and once you have decided which option to build, modified the kit accordingly and completed most of the major assembly, you can move on to applying the overall colour scheme.

Once this and the decals are applied you can add the detail parts such as the canopy, propeller, undercarriage and aerial mast.

Accuracy

Going by the specifications in 'Messerschmitt "O-Nine" Gallery' by Thomas H. Hitchcock, the T-2 had a span of 36' 4.25" and a length of 28' 10.5". This new kit scales out to a span of 36' 6" and a length of 28' 8". Making it a very accurate model in this smaller scale.

Colour Options

There are two colour options in this kit, one for each type. The first is the T-1 and this is a machine operated at Travemünde during the 1939-40 period. This machine is RLM 65 underneath and RLM 02 and 70 in a splinter pattern on top. The under surface colour extends right up the fuselage sides and over the entire tail unit. The upper colours only cover the wings and extreme upper decking of the fuselage. The propeller and spinner on this machine are RLM 70.

The second version, the T-2, is 'Yellow 4' which was flown by Lt. Alfred Jakobi in

13/JG 77 from Stavanger in 1941. This machine is also RLM 65 underneath but the upper colour combination is RLM 02 and 71. Once again the lower surface colour extends up the fuselage sides and over the tail, although on this machine the demarcation on the fuselage sides is slightly lower, being parallel to the cockpit canopy lower frame. The blades of the propeller on this machine are RLM 70 although the spinner is yellow (RLM 04).

Further painting notes are listed throughout the instructions and these include RLM 02 for the cockpit interior, radiator interiors, wheel wells and undercarriage units. The instructions would also have you paint the wheel hubs RLM 02 but I feel it is more likely that these would be in the more usual colour of gloss black.

Having gone for the T-1 I applied RLM 65 (9021) with RLM 02 (9020) and 70 (9023), all from the AeroMaster range. Each colour was applied with an airbrush and the interior had already been painted prior to this in RLM 02. The cockpit area was masked with damp tissue paper during the spraying and later the undercarriage bays also had to be hand painted RLM 02. The cockpit canopy is a bit disappointing, as it is very thin each side and mine snapped during the masking procedure (very annoying!).

Once the colours were applied and dry the decals were added (see decals) and once I had come back from therapy I applied an overall coat of satin varnish.

Decals

Now here I must say that I was lulled into a false sense of security. As the model had built so well, all bar the canopy, I thought the decals would be alright as well. More fool me! I should have known and sure enough, once dipped in water each image released itself..... and then exploded into a million pieces.

My only advice here is if you must use the kit decals, first apply an overall coat of satin varnish to the decal sheet and once dry cut each image out individually before immersing in water. I personally took an easy option and got all my decals from the spares box with the fuselage codes coming from Letraset sheets.

Decal rating = 0/10

Conclusion

This is a good kit with useless decals! At just £4.00 it is well worth anyone's money, even though I found the decals frustrating I still have two for my own collection in the 'pending' pile, so don't be put off by what I have said.

Recommendation

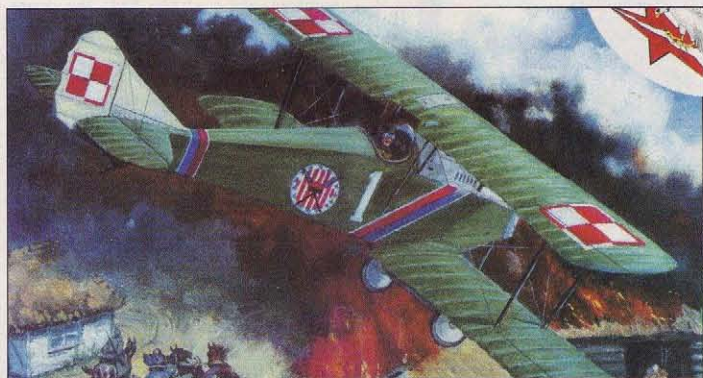
This is a kit for all ages and skill levels The useless decals will however spoil it for the novice and this is a shame. As the kit is imported by Pocketbond it is assured good availability and that is good news. All we need are some new decals from another source (hint hint!) and this will be one of the nicest little kits of the year.

My thanks to Pocketbond for the review sample

Richard A. Frankis



Ansaldo A1 Balilla



Technical Data

Manufacturer: HitKit
Scale: 1/72nd **Price:** £12.99
Type: Limited run injection moulded, plastic and etched brass.
Parts: Plastic 27, etched 9.
Decal Options: 18
Distributor: H.G. Hannant Ltd, Trafalgar House, 29-31 Trafalgar St, Lowestoft, Suffolk. NR32 2AT

The Kit

On the surface this kit looks quite promising with its colourful box art, comprehensive instruction sheets and crowded decal sheet of eighteen options. However on closer inspection it became apparent that this was not going to be the kit one would have hoped for in this price bracket.

The first word that entered my head, after the usual unprintable ones, when I inspected the injection plastic moulding was 'nightmare'. So much flash that this was another 'vac form' with injection gates! The quality of the plastic was very poor, so brittle in fact that all the struts and

undercarriage legs disintegrated when I tried to remove them from the sprues.

A nice little brass etched fret is included in the kit, it's just a pity that it is mostly useless as none of the interior parts, like the bulkheads etc., fitted once the fuselage parts were joined.

Construction

Each plastic part required carving back to make it into the part described in the instructions and a lot of parts you have to make from scratch, like the cockpit floor and tailplane struts. One quite unbelievable requirement is to make an insert into the fin as the manufacturer has got it wrong, but not having bothered to put it right themselves have included directions on the instructions to enable you to!

I also found that you had to cut 5mm off the tail end of the fuselage to get the tail assembly to fit. What was going on? I put the fuselage up to the profile in the instructions and yes, the fuselage was a whole 5mm too long. From 1/72nd scale to

actual size, what does that work out at?(Just over one scale foot-Ed)

I had to cut my own flutes into the trailing edges of the tail surfaces as there weren't any, or if there were they had been completely obliterated by flash.

At least the struts fell to bits before putting the wings together so I knew that the only way to do this was to use new brass 'struts'. My advice would be if you do build this kit don't even bother with the kit's struts and go straight for brass ones.

Once I had finally got the model together it didn't really look at all well, something was definitely wrong. Oh well, another model destined for the air rifle range!

Colour Options

This was a good area as you are given no less than eighteen colour options including: Italian, Polish, Russian and Latvian Air Force aircraft. The good ends there though.

The model was painted overall linen with the engine upper and front cowls painted in

Silver. All the struts need to be your preferred choice of 'wood' colour and the propeller was done in this colour with lamination represented with lighter lines of the same colour.

Decals

The decal sheet looks poor I'm afraid and the carrier film is rather thick. The colours used in the printing are a bit questionable and overall finish is very glossy. The decals had a tendency to curl at the edges when applying to the model and didn't tolerate much moving about before starting to break up.

Decal Rating 4/10

Conclusion

Horrible! I really did not like this kit and it shows in the end product! Limited run or not, I do not feel the quality and 'buildability' of this kit justify its price.

Recommendation

This is not a kit that I feel I can recommend to anyone. If you do want to buy this model I suggest you buy it and just keep it in the box.

Mitch Thompson



Albatros D.III (Offag) Ser 53/153

Technical Data

Manufacturer: HitKit
Scale: 1/72 **Price:** £14.99
Type: Limited run injection moulded plastic and etched brass.
Parts: Plastic 20, etched 25.
Decal Options: 12
Distributor: H.G. Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT

Following my encounter with HitKit's 1/72nd scale Ansaldo Balilla I was unfortunate enough to find that the Editor had slipped me another HitKit production, namely an Albatros D.III (Offag). (You ASKED for this kit Mitch-Ed) Anyway this kit promised to hold the same difficulties as its brother. (Approached with an open mind we see-Ed).

The Kit

Once again on the outside it is an impressive



kit. Great box art with good plans, drawings and information and comprehensive decal sheets. The kit itself? Well....

It was another sprue of low grade plastic that had so much flash that it was a vacform with injection gates. Then in contrast there

is a magnificent fret of etched brass with loads of bits included that I would probably put on in 1/48th scale. However owing to the quality of the plastic injection fuselage parts you would have to thin out the fuselage sides to a wafer to get all the bulkheads and instrument panels to fit.

Something else dawned on me on examining the instruction sheets. Where were the two fuselage mounted machine guns? And come to think of it where were they on the Balilla kit. The box art shows a D.III having just destroyed an observation balloon, how did he do that with no guns?

Construction

As I have already said the brass interior is no good unless you thin out the fuselage sides to a dangerous degree. The engine was a lump of misshapen plastic which ended up in the bin. As luck would have it I had a

Pegasus white metal engine spare from the new Albatros D.III (Oef) to replace the HitKit offering.

The fit of parts was a little better than with the Balilla but the fuselage halves had to be sanded down in a vacform manner. I did manage to rescue most of the struts and undercarriage though with questionable results. My advice again is to bin the kit struts and make your own from brass to provide strengthening.

Copious amounts of filler were needed on just about every joint with lots of fiddly sanding down. This was stressful modelling at its highest.

Painting and Decals

Once again HitKit provide you with twelve options that appear to be well researched unusual examples of the D.III.

I decided that the example of the box art was the one for me. A red Albatros with a sworl pattern in mustard yellow over the top. The sworl is supplied in the kit in the form of sheet decal.

The main airframe and top wing were painted separately so to save those



precarious struts from collapse. Halford's grey primer was applied followed by a good coat of Halford's Nissan red (526) which would provide a good surface for all those decals to sit down on. Reality proved otherwise.

The sworl decal gave me a very

frustrating afternoon as it has the consistency of an old Sainsbury's shopping bag. I had terrible trouble getting it to sit down and if you get air bubbles underneath it nothing on this planet can get them out again.

With all that sworl applied and a 'sort' of

finish achieved it was time to apply the markings. Two separate sheets are supplied; one sheet with iron crosses and registration numbers etc. which had the same consistency as the sworl and a second sheet with the fuselage logos which promptly broke up on contact with water! That's why my D.III has the wrong skull logo on, it was the only one I could save.

Conclusion

Another poor kit from HitKit. They really are disappointing kits when the presentation and background work is excellent.

The omission of such major parts as the machine guns in my book is just unacceptable. You expect the kit to have wheels and a prop, so why not its guns

Recommendation

A depressing kit that I can't recommend to anyone. It would take a lot of time and effort to make a good model out of the kit and at this price you shouldn't have to do that.

My thanks to Hannants for the review sample.

Mitch Thompson

Ser 53/153/253 Albatros D.III (ef)



Technical Data

Manufacturer: Pegasus

Scale: 1/72 **Price:** £10.99

Type: Limited run injection moulded plastic and metal.

Decal Options: 1

Distributor: Pegasus/Blue Max, Lancaster House, P.O. Box 50, Whitstable, Kent, CT5 2UX

Tel: 01227 277569 Fax: 01227 770195

Construction

There was very little flash to clean up on both the plastic and metal parts and construction began in earnest. There are parts included to build three variants of the D.III Oef; the 53, 153 and 253 series. The option that decals are provided for is the 253 series with winter cowlings fitted. The winter cowlings are a very poor fit to the fuselage and require much cutting and reshaping to both cowlings and fuselage along with a lot of filler. However this is really the only bad area in the construction apart from filler in most joints but we have come to know and love this about Pegasus kits!

Painting and Decals

The undersides of the wings and tailplanes were natural linen on the decal example provided in the kit. The whole airframe was painted with Halford's white primer and left to dry. With the undersides masked off, the cowlings were sprayed with Halford's Nissan Silver along with the rest of the uppersurfaces to take the sworl decal that this example was fabricated in. Eeeerrr! Sworl decal, what sworl decal? Right time for a moan! Pegasus provide you with the means to build a sworl pattern Albatros, they provide you with one set of decals, just the markings that is for a sworl pattern Albatros, but no sworl pattern decals. This is a kit that provides you with less than half of the required decals. What's this all about Pegasus? Why only the markings, which incidentally broke up on

contact with water, very poor. So you are required to go out and buy a separate decal set which I find unacceptable.

Decal Rating = No comment

Conclusion

This is a nice little kit that isn't too expensive, especially when you put it up against the HitKit Albatros D.III which is about £14.99 upwards and the Pegasus D.III is £10.99 and is definitely the better buy of the two.

However I do find it annoying that the sworl decal is not included in the kit and the kit marking decals fell to bits. If it is a question of keeping the price down I think most people would rather the kit

was a couple of quid more and complete.

Recommendation

This is a kit I can recommend to the more advanced modeller, though it shouldn't prove too much of a challenge to any modeller. Just be warned if you are buying this model because of its sworl, which was my attraction to it, remember the decal is not included and you will have to obtain it separately from Blue Rider.

My thanks to Pegasus for the review sample.

Mitch Thompson

The Kit

After being reduced to tears on a number of occasions with the Hitkit Albatros D.III (Offag) by comparison the Pegasus kit was pure silk. Well not quite, but it was easier to cope with.

Presented in the usual three tone graphic box which contains a lot of the kit information and instructions. A small instruction sheet is also included in the kit which contains a construction drawing and written notes.

The major airframe components are moulded in a dark grey rather polythene like injected plastic which has an odd feel to it. All other parts such as the engine (if used) exhausts, seat, struts and prop are good quality white metal. This was going to be a much easier ride.



KC-10 Extender & Tornado ECR



Technical Data

Manufacturer: Revell **Kit No:** 04812
Scale: 1/144 **Price:** £12.50
Type: Injection moulded plastic
Parts: 142 including 6 clear parts (2 stands)
Decal Options: 1
Distributor: Revell (GB) Ltd, C/O Binney & Smith Ltd, Amptill Rd, Bedford.
Tel: 01234 360201

The Kit

The KC-10 first entered service in 1980 and the airframe is basically the same as the DC-10-30 airliner. The KC-10A was a KC-10 with the addition of a refuelling drogue. The mould appears to be from the Revell DC-10 Airbus released in the early 1970s, I checked the kit against a 1972 SAS Airbus kit (H-119) and found the sprues to be identical in layout but much work appears to have been done on the mould. The most apparent change is that of the removal of the windows and addition of the boom operator's housing under the rear fuselage. If this is the same mould it has survived the test of time very well as virtually no flash was found on the components, although there was some between the sprue runners. Two additional sprues have been included which have the boom and operator's cabin on one and the two clear stands on the other. The Tornado also appears to be based on the previous offering from Revell but has an extra sprue with the drogue, two HARM missiles and the refuelling probe. The KC-10 is moulded in white plastic and the Tornado in light grey. A slight oversight by Revell is that the two pilots from the Tornado appear to be missing, if you wish to model the aircraft in refuelling mode these two figures will have to be found to fill the seats.

Construction

KC-10 - The fuselage halves went together with very little filling and sanding and there is no warpage evident. The instructions show two different fittings for the Boom operator's cabin, one recessed into the fuselage (stationary aircraft) and one with the cabin lowered (airborne). The fitment of either of these parts is not particularly good and I had to trim and file the locating tabs on them to make them fit correctly, the instructions are not very clear on this part and a certain amount of guesswork went into the fitting. I think it is correct looking at reference photographs of the real thing. One point to note though is that the third engine intake does not fit together inside very well and although I had painted the inside before assembly a nice white line ran down the

centre when looking inside, paint the whole of the rear interior to avoid this as it takes a lot of work to correct once the fuselage halves are joined. Before joining the fuselage halves a decision must be made. If the kit is to stand on its undercarriage, weight must be added, I used two 2p pieces and a piece of plasticard cut to the same shape superglued just behind the cockpit area, they are the correct size and make a nice cockpit rear wall. If the model is to be mounted on the clear plastic stand, which fits into the central wheel well, do not add any weight as the stand to fuselage join will not be able to hold the nose of the model up. A little filler is required around the wing to fuselage joints on the upper surface but probably the best feature of this kit is the strange wing fitment. There are two parts for the upper surface and three for the lower, the middle part incorporates the fuselage undersurface and captures the correct wing angle and fuselage joint very well, I feel a lot of filler would have been needed for a conventional wing joint. The underwing engine nacelles went together fairly well but



a bit of sanding and shaping is needed to get the correct cross section. When they are attached to the wings the pylons need shaping to fit, or else you will need filler and it is not the easiest join to file smooth. If I were building this kit again I would put the engines on after everything else had been done as the pylons are very flimsy and can easily be broken during painting or applying markings. The tail boom can be modelled either extended or folded, the parts are on the sprue but there are no instructions for the extended version. If you wish to use it extended then the Tornado will have to be left out and a USAF aircraft modified with the refuelling point open (a future release possibly). The extendible portion of the boom is marked with different fluorescent colours, red, green and yellow along its length which could make painting quite difficult. The boom has a Revell trademark moulded into its length which has to be sanded off and it has lots of sink/moulding holes in it. I think I used more filler here than on any other part of the kit.

TORNADO - The first problem to be found is that there seem to be three locating pins for the cockpit floor in the lower fuselage

half, the extra one is just behind the rear pin and is higher. This needs to be carefully removed as it is easy to damage the lower fuselage half. When this is removed the rear seat seems very low once the upper fuselage is joined, the earlier Revell Tornado had this extra pin which also seems to indicate that it is a re-issue of the mould. The two fuselage halves, split horizontally, fit well but a little filler is needed on the join on the rear right behind the main wing and in front of the tailplane. The airbrakes need filing down to fit in the apertures on the upper fuselage as they are slightly oversize, they will also need thinning down once glued into position to match the fuselage contours. The nose cone does not have any locating pins and needs careful attention to put it on the correct way up. The intakes, tailplanes and fin all fitted very well and only a touch of filler needed to join the fin and fuselage spine. There is a large variety of underwing stores and half of these go into the spares box. The cockpit was attached with white glue, no filler being needed and painting was started.

Colour Options

KC-10 - The scheme on the kit is the 'Shamu' version. Revell's own paint numbers are quoted on the cover of the instructions and on the painting guide the upper surface grey is quoted as FS36081 Dust Grey (Revell 77) and the under surfaces are quoted as Flat White (Revell 5) but try as I might I could not find any photographs of an aircraft in this scheme. I found plenty of other schemes, Gloss white/grey/blue, Battle Grey overall (FS36173) and Dark Green/Matt White, but I did find a photograph of the C-135 'Shamu' scheme although Dust Grey seems a little dark. Other references I found stated

that the undersurfaces should be ADC Grey (FS16473) although some were painted in a non-standard Light Grey at McDonnell Douglas before delivery. The demarcation line between upper and lower colours is of the wavy variety. I found it easier to mark this on with a pencil before painting by hand as masking tape would probably fail to capture all the waves. The engine intakes are quoted as Anthracite (Revell 9) but in all photographs I found they appear to be light grey.

TORNADO - The overall grey is quoted as RAL9002, which Revell have a mixture of 40% (Grey 57) and 60% (White 5) on the instruction sheet. I opted to use light aircraft grey with a little white added until it matched the tone shown in my reference photographs. The undercarriage and wheel wells should be matt white and the radome satin black. The top of the tail fin should be Revell Metallic Grey (91).

Decals

There is only one option on the decal sheet; (4)0188 of the 434th Refuelling Wing, Barksdale, California and 46+33 of Jabo G32 Einsatzgeschwader 1, Placenza, Italy 1995. Unfortunately on the instruction sheet the Tornado numbers have been reversed giving the aircraft the code 33+46 which I cannot find in any of my reference books as being allocated to any other aircraft, the box art clearly shows 46+33.

All the decals are hard work to put on, lots of carrier film which seemed resistant to Sol/Set solutions for the first five applications at least, some resisted all efforts. The biggest problem is the size of the diagram for decal placement on the instructions, the wing walk markings were more a case of measuring and guessing where they went, a close up of one wing would have made sense if the instruction sheet had to be kept the same size.

Decal rating = 5/10

Accuracy

KC-10 - The most obvious problem is the underwing engines, these are from the original DC-10-10 kit and are totally wrong in shape, they are too bulbous. There is no easy way to convert the early model engines to the proper shape for later model PW/GE engines but I have been reliably informed



that the best substitutes are from an A300 kit. The nose gear strut is also slightly inaccurate. The oleo section should be higher up between the scissors instead of down by the axle. This is not easy to fix but is hardly noticeable. The nose appears too short, the line from the roof of the cockpit to the nose appears constant (like a Caravelle/Comet) whereas it should change from the bottom of the cockpit screen.

Tornado - The ILS aerials on the tailplane are too thick and need thinning down to about half thickness. The UHF aerials behind the cockpit are too large and thick also and the nose appears to be of the IDS

variety, but in this scale it is not too noticeable.

Taking aside the looks of the models the KC-10 is 35 cm which equates to 50.40m which is the published span for a DC-10 and the length is 38.2cm (not including boom) which equates to 55m. This is half a metre (0.34 cm scale) short of the published length of 55.50m. This could be changed by correcting the nose profile. Figures were taken from 'The Vital Guide to Commercial Aircraft and Airliners'. I was unable to find figures for the ECR version of the Tornado so can only present the measurements in scale. Span with wings fully extended 9.2cm (13.25

m) fully swept 6cm (8.64m) and length excluding nose probe 11.4cm (16.42m).

Conclusions

Overall the finished models are unmistakably a KC-10 and a Tornado and look in scale but for those who prefer very accurate models these will still need some work. Shame about the difficulty with the decals but again perseverance is the word. It would have been nice to have a different scheme for the KC-10.

The more advanced modellers will be able to correct most of the minor faults with ease and the less experienced will be able to

build a fair replica.

Recommendation

Due to the relative ease of construction I can recommend this kit to all modellers as a fairly accurate representation of a subject not yet covered in this scale. This kit will also appeal to Airline modellers as the previous DC-10 offerings are now running low in availability and with a few modifications will be welcomed.

My thanks to Revell (GB) for the review sample.

Paul Gold

Supermarine Spitfire Mk Vb Trop.



TECHNICAL DATA

Manufacturer: Tamiya
Scale: 1/48th **Price:** £15.99
Type: Injection Moulded Plastic
Parts: Plastic; 60, Clear; 5
Decal Options: 2
Importer: Richard Kohnstam Ltd, 13-15a High street, Hemel Hempstead, Herts.
HP1 3AD
Tel: 01442 61721 **Fax:** 01442 240647

The Kit

When Tamiya announced they were doing Spitfires in 1/48th scale I am sure there were many who rubbed their hands in anticipation. The goods were delivered in the form of the Mk I and this was followed by a Mk Vb. This latest kit is the tropical version of the Mk Vb and it comes with both Abourkir and Vokes sand filters.

Construction

This is certainly the strong point of all Tamiya kits, they are easy to make. The relatively small number of parts does not mean this kit lacks detail, far from it as this kit features one of the best interiors I have ever seen in a kit.

Your first task is to make up the cockpit interior as one unit. Here you get the cockpit floor framework, armour plate, rear frame, seat, head armour, control column, rudder pedals, instrument panel, seat adjustment lever and voltage regulator. As you can see by the list this is quite a comprehensive interior of no less than ten pieces. There is also a pilot figure included and it is nice to see that the manufacturer have moulded him

in tropical dress, shorts and all!

Next come the fuselage halves, into which are added the undercarriage selector, throttle box, radio frequency selector box and oxygen bottles. At this point I thought it was time to add the interior, but no! Next the fuselage halves are joined together, a frame is added to the section behind the cockpit and the tailplanes are fixed in place. Now once all this is set the whole cockpit interior can be added from underneath - "oh yeah" thought I! Positioning the cockpit insert I manipulated it inside and to my amazement there was a resounding 'click' and all was in place - amazing!

The rest of assembly is a real treat, the wing tips fit perfectly and the wings join to the fuselage with little fuss and no need for filler. The radiator and oil cooler fit to the wings' undersurface and you are then left to decide which filter you wish to add under the nose. Although it made the real aircraft slower, I opted for the Vokes as I like the way the Spitfire looks with one fitted. Some Vokes equipped machines had the 90 Gallon 'Slipper' tank fitted and this too is included in the kit. I however opted not to fit it as I felt that might be just too much.

At this stage I painted and applied the decals and once all this was dry the detail parts such as undercarriage and doors, cockpit canopy and propeller were added.

Accuracy

There are many sources for the dimensions of the Spitfire and I used at least three to confirm them in the case of the Vb. All of

them agreed on a span of 36' 10" and a length of 29' 11". Carefully measuring the model (on more than one occasion) I am pleased to say that this kit is bang on the mark with both dimensions. But then again what do you expect from a Tamiya kit!

Colour Options

There are two colour options in this kit; one for each of the filter types fitted. The first is the airframe fitted with the Vokes filter and this is coded AN*V, BR487 and was operated by 417 Sqn. The other option is the Abourkir machine and this is coded UF-X, EP689 of No 601 Sqn.

Both machines are Middle Stone and Dark Green over Azure Blue with a red spinner. I used paints from the AeroMaster range, using Middle Stone (9115) and Dark Green (9111) over Azure Blue (9116). The interior and wheel wells are Cockpit Green (Humbrol 78 or Xtracolor X10). The exhaust stacks are gunmetal (X506) and the tyres are Tyre Black (X505).

Once dry an overall coat of gloss varnish was applied before the decals are added, once all of this is dry the model is toned down with an overall coat of matt varnish.

Decals

Tamiya make excellent decals and the ones in this kit are well up to their high standard. Each image is glossy with thin carrier film that extends only slightly outside each

image. There is no need to trim this off, as it will soon settle onto the model with a little decal setting fluid.

Because you have to apply roundels etc over dark and light base colours Tamiya provide white decals as a base for each roundel, tail flash and fuselage code. Apply these first and once dry add the main marking on top. This eliminates the risk of the colours underneath showing through.

Decal Rating = 10/10

Conclusion

What a kit! I think that anyone can make this and make a very good job of it too. The engineering and quality of the moulding make it a kit which flatters the builder. If you are frustrated by mixed media or vacuum modelling, then get yourself a Tamiya Spitfire, sit back and enjoy modelling as we would all like it to be.

Recommendation

What more can you say other than this kit is one of the best on the market, if not 'the' best. What you end up with is a superb model of a Spitfire and no horror stories to relate to fellow modellers about its construction.

Recommended to all.

My thanks to Richard Kohnstam Ltd for the review sample.

Richard A. Franks



FJ-4B Fury



Technical Data

Manufacturer: Revell
Scale: 1/72 **Price:** £5.75
Origin: Emhar (England)
Type: Injection moulded plastic.
Parts: Plastic 47, Clear 1.
Decal Options: 1
Distributor: Revell (GB), C/O Binney & Smith, Amphill Rd, Bedford
 Tel: 01234 360201

This injection moulded kit originates from Emhar and it has retained all its little problems under the Revell label. Having said that, if you want an FJ-4 Fury, then your choices are somewhat limited.

I was very curious to see if Revell had tidied up the tooling or made any changes to the original kit. Unfortunately they haven't.

What you get is, at best, a difficult kit with awkward sprue gate locations, problems with the fit of parts and a low level of detail. But don't be put off by this. With a little work and perseverance you can make it into a very respectable little aircraft.

By the way, ignore the photographs on the side of the box, they show the F/A Hornet not the FJ-4.

The Kit

So what do you get? Quite a surprising amount of plastic is contained within the box, although this includes a fair amount of stuff to hang under the wings (the FJ-4B had 6 underwing pylons). This comprises 4 air to air missiles and 2 drop tanks, as well as the long flight refuelling probe used on the 4B (although the FJ-4B was also configured for ground attack and could carry 5 ASM-N-7 Bullpup air to surface missiles and the guidance pod as well as a multitude of free-fall weapons).

Most of the parts have some flash or rough

edges that will require tidying up.

The canopy is quite thick and I wish someone would produce a set of white metal undercarriage for this kit because the plastic ones are very thin and delicate (in complete contrast to the aforementioned canopy).

Construction

The cockpit is, how can I put it, easy to assemble. Minimum detail but plenty of scope to develop it. I simply used Tamiya XF-20 Medium Sea Grey for the interior colour and detailed the seat with XF-53 Neutral grey.

The fuselage halves didn't quite match up so I opted to align the top surfaces and used wet'n'dry on the lower surfaces. Section 2 of the instructions doesn't make any mention of a nose weight but you will need 2 or 3 grams behind the intake if you want the gear down.

The intake lips and the exhaust pipe are a bit rough and I had to spend quite some time sanding these parts down to fair them into the fuselage properly. There are two engine ducts which are positioned either side of the fuselage (parts 25 & 46). There are marks on the fuselage to aid location but these are very faint and there are no lugs or locating points.

There is an option to fold the outer wing sections but I elected to position them down in normal flight position. The wings have a slight dihedral to them which isn't obvious from the instructions.

The undercarriage appears rather fragile and cleaning it up took some time as I was nervous about breaking the parts (replacements might be difficult to find). The standard of detail isn't very good and the wheels are unpleasant to look at.

The horizontal control surfaces (parts 45 & 24) have no dihedral and are therefore perpendicular to the tail, the recess for the arrestor hook is a separate fuselage plug. This caused some problems as the fit was not good. I had to expend quite a lot of effort in filling and sanding the whole tail area to make it look right.

The arrestor hook is white with black stripes. I sprayed flat black onto Tamiya masking tape and then sliced it into thin strips.

I then placed each stripe individually onto the arrestor hook. This may seem like hard work but it is better than trying to paint the stripes on and easier to position than black decal strips.

Accuracy

The kit is 152mm long with a 165mm wingspan. This works out to just under 36ft long with a scale span of 38ft 1in. The real aircraft should be 36ft 4 inches long with a wingspan of 39ft 1 inch, therefore making the kit a bit under scale.

Generally the kit looks good and has the tail down squat that all good carrier jets should have.

Colour Scheme

Revell only supply one colour option for this kit (unlike the 2 schemes with the Emhar example). The scheme is for an aircraft of VA-126 aircraft who, along with VMA-223, first introduced the FJ-4B into USN service during 1957.

I masked the vital areas and then primed the whole kit with Halford's white primer. The undersides were then sprayed with XF-2 Flat White. Wavy masking was positioned to protect the undersides and then 80% XF-19 Sky Grey and 20% XF-2 Flat White used to represent the US Navy Gull Grey colour.

The spine was then carefully masked and sprayed XF-1 Flat Black. Once dry the whole kit was gloss varnished.

The scheme is very eye catching with its green tail and large stylised bird, so it's a shame that I hashed up the decals (see Decals below). I turned to good old Xtradecal for their excellent FJ Fury set and opted for the Fleet Air Gunnery Unit (FAGU) scheme from

NAS Miramar 1957. FAGU were tasked with improving the air to air combat standards of US Navy units (a sort of early Top Gun - cor! Imagine the film "Top Gun" but with 50s carrier stuff).

Now the purists out there may be jumping up and down and saying "but the FAGU scheme didn't have a black spine". I know but the VA-126 scheme did and, having made such a lovely job of masking and spraying the spine I wasn't going to let it go to waste. Besides I think it looks better with the black spine, so there.

Decals

Come on Revell, what's going on? I was initially disappointed that there was only one colour scheme option. However the scheme is very striking and I was therefore even more disappointed to encounter all the difficulties with the decal sheet. Thick carrier film, unwilling to shape to the surface properly, and impervious to most decal solutions. Not impressed.

Decal Rating = 4/10

Recommendation

The kit is fundamentally OK and can turn out nice if worked on. Not really one for the beginner as some could be discouraged. Value for money? Questionable. One could argue that the Emhar kit is £2 cheaper and comes with 2 decal options (which are better quality) so why not buy that and use the £2 saved towards a brass etched upgrade fret to add some spice to the kit?

My thanks to Revell (GB) for the review sample.

Steve Benstead



Bristol 170 Superfreighter



Technical Data

Manufacturer: Airfix
Scale: 1/72 **Price:** £8.99
Type: Injection moulded plastic.
Parts: Plastic 81, Clear 26.
Decal Options: 2
Distributor: Airfix Ltd, Marfleet, Hull, North Humberside. HU9 5NE
 Tel: 01482 701191 Fax: 01482 712908

The Kit

The box art may be new but once you open the box a time capsule bursts out with zillions of rivets and those wacky little pilots that look like bus conductors.

The parts are attached to substantial sprues and care will be needed when removing parts, especially the wing sections. There was very

little evidence of flash and parts, although basic, are still pretty good. Like all good kits from the era, the cargo doors can open and close and all the control surfaces are separate, movable items.

Construction

Cockpit detail is non-existent but there is plenty of room to add bits and pieces. If you follow the instructions then the seats end up about 6 scale feet from the instrument panel. It's probably better to locate the seats on the

lugs for the pilots feet and leave the pilots out. Due to its lack of detail, I sprayed the cockpit Tamiya XF-1 Flat Black overall and then picked out any raised detail by dry brushing XF-19 Sky Grey.

Having completed the cockpit area I moved on to what is probably the most tedious part of construction adding all the windows to both fuselage halves.

The cargo door open/close mechanism comprises 4 parts per hinge. These parts did not join together very well. To have the door mechanism working properly would have meant a fair bit of sanding and cutting to size. In the end I decided, as I was keeping the doors closed, to glue small bits of plasticard



behind the hinge slots. Once the fuselage halves were joined together and the doors glued in place, I simply glued one part of each hinge into the slot to fill the hole. This made the hinge mechanism appear much more in scale.

You may need a few sheets of wet'n'dry for this kit. The cargo doors were a little bit too big in relation to the fuselage cross section so I aligned them with the top profile and then sanded back the bottom of the doors to shape. As I was covered in dust I decided to correct the tail fillet slight mis-alignment where it meets the top of the fuselage.

On dry fitting the wings I noticed that the wing cross section was a little too big where the top of the wings meet the fuselage, so it was out with more wet'n'dry, grab a glass of wine and stick some CDs in the hi-fi. The rest was easy. Considering its age, this kit will give you very few problems in construction.

Accuracy

Wingspan is 455mm and length is 313mm. This works out to a scale span of 107ft 6in and a length of 73ft 9in.

Wingspan is 108ft in real terms and length is 73ft 8 inches so the kit isn't far off.

Colour options

The kit has two colour options. One for Sabena and one for Cie Air Transport. The Sabena scheme is in a very attractive light blue colour but I decided to use the Cie Air transport version which has a lovely big blue cheat line along the fuselage length. Based at Le Touquet these aircraft regularly crossed the channel throughout the late 50s and 60s.

I carefully masked all the windows and then primed the whole thing with Halford's White primer. Then I used Halford's Rover Diamond White for the top surfaces.

The top half of the fuselage was then masked and Halford's Nissan Silver used for the wings and undersurfaces. Finally I masked off specific areas and used Halford's grey primer for the grey under surface areas and the prop wash areas on the wing upper surface.

With hindsight I think it might be easier to forget the windows supplied with the kit and, when all the painting is completed, use Krystal Klear or an equivalent.

Decals

The decals are very good. The Cie Air

Transport decals comprise 4 very large decal sections, 2 per side. Unfortunately the decals do not extend to the cargo doors. Here you simply have top and bottom edging and have to paint in the rest. Humbrol Matt 25 is a very good colour match for the blue of the decals.

I decided not to use a decal solutions for the first couple of decals. The adhesion was good, they conformed to the surfaces extremely well and there was no silvering at all. Consequently I used the decals 'straight from the box' with no problems at all.

Decal Rating = 8/10

Conclusion

It was a great kit to make with very few problems. Once finished it looked wonderful in the silver, white and blue scheme - very tasty. I also realised just how big this aircraft must have been - don't let those two engines fool you. the wingspan is 108ft in real terms and the length 73ft 8 inches. This beast is bigger than a Lancaster!

Recommendation

Any modeller of any ability can enjoy this kit. It is a big kit but of very simple construction. The two very attractive colour options and unusual shape will make it seem a bit different when perched on the shelf alongside everything else. It could be a good kit to introduce less experienced modellers to larger multi-engined kits. My thanks to Airfix for the review sample.

Steve Benstead

THANK YOU

Scale Aviation Modeller would like to extend our thanks to Revell (GB) for the generous supply of paints and accessories from their extensive range for use by the editorial team.

THANK YOU

Scale Aviation Modeller would like to extend our thanks to AeroMaster for the generous supply of paints from their "Warbird Color" range for use by the editorial team.

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Accessories

Detail from Neomega

This may not be a name that you are familiar with but I am sure that you have come across the little boxes with their products in at shows etc. I must admit that initially I had no knowledge of this Russian firm, but once I saw the little card headers with the ejection seat warning triangle and a clear blister containing superb resin seats I recognised them instantly.

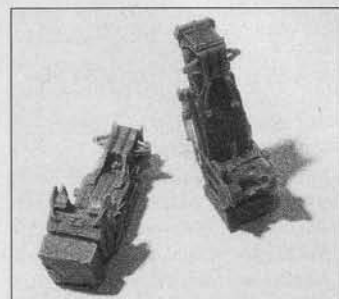
I was very glad therefore to receive a selection of the products from the Neomega range from their UK importers and distributors; Parade. I have a selection of both 1/72nd and 1/48th scale ejection



A pair of Russian KK-2 seats for the MiG-17, 19 and Yak-25 in 1/72nd scale

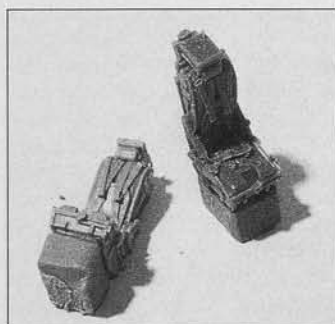
seats as well as an example of their resin engines in 1/72nd.

Starting with the ejection seats in 1/72nd scale. The first is the KK-2 as fitted to the MiG-17, MiG-19 and Yak-25. Only available in the smaller scale this set of two seats costs just £2.75 and the detail is amazing. Each seat is cast on a small block and the delicacy of the detail is stunning. A little bit of cleaning may be required to remove the odd bit of flash but no air bubbles or surface imperfections are visible. The seats come with the harness cast on and in this scale I don't mind that. Next is the SJU-7 as fitted to the A-7E Corsair II and the USMC AV-8



The SJU-7 is fitted to the A-7E Corsair II and AV-8 Harrier II and is offered in a two-seat pack in 1/72nd scale

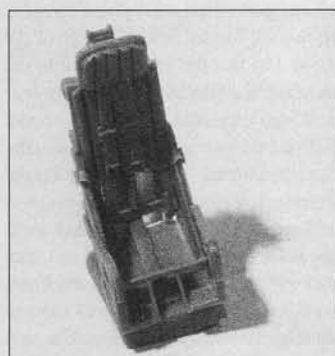
Harrier II's. Once again this is a two-seat package and it costs just £2.75. The seats are well cast, no surface flaws and the detail even extends to the back of each seat! The familiar Martin Baker type comes next with the Mk 4 as fitted to the



Two Martin Baker Mk 4 seats suitable for the Alpha Jet, Mirage F.1, III and V plus the E.E Lightning are seen here in 1/72nd scale

Alpha Jet, Mirage FI, III and V and the E.E Lightning. This is another two-seat set and the harnesses on these are quite amazing. With a little painting and dry brushing these seats will add just so much more to the interior of a model in this scale.

In 1/48th scale we had the KK-1 which is fitted to the MiG-15, MiG-17 and L-29 Delphin. The bigger scale seats only come as one per packet, but the detail is just as good if not better. Once again seat belt harnesses are included on each seat and all you will really have to do is

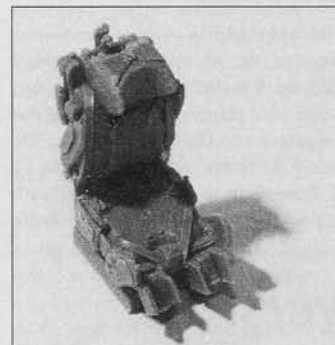


The KK-1 for the MiG-15, 17 and L-39 Delphin is shown here in 1/48th

remove the seat from its moulding block, paint it, dry-brush it and install it. The KM-1M was fitted to the MiG-21, MiG-23, MiG-25 and MiG-27 and it is a big, ugly looking thing. In this large scale the seat looks very good and the casting even includes the cushions in the seat pan and the padded back rest, each of which look very effective. The final seat was the modern K-36AM as fitted to the Su-22, Su-24, Su-25, Su-27 and MiG-29. This seat comes with the pressure sensor housings cast separately, probably due to the complexity of the mould at this point. The detail on the seat is excellent and it far surpasses any metal or resin seat I have yet seen. The really good thing about these 1/48th scale seats, as well as the quality, is the price, just £2.75 each.

The other item we received was a curious little engine update set. Now I say

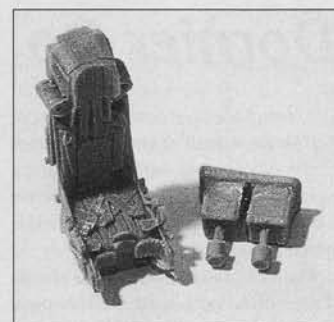
curious because although I am sure that it is a M-25/62 engine unit there is no additional information to tell you the who, when and where! Looking at the list supplied by Parade, I suspect this is the M-25 engine bay upgrade designed for the Hasegawa I-16 Rata kit. The set comprises a rear bulkhead, crankcase and reduction gear housing, separate cylinder blocks, exhaust pipes and machine gun bays. On top of this the set also includes a length of copper wire for ignition leads etc. This really is one hell of an upgrade and I am half tempted to get one of the Hasegawa kits to fit it to. At just £5.50 the set is excellent value for money. My only criticism of the set is that there are no instructions of any kind included, leaving



A rather uncomfortable looking seat, the KM-1M. It was fitted to the MiG-21, 23, 25 & 27. The 1/48th scale version is shown here

the modeller wondering what bit goes where. A small diagrammatic or even written explanation of what the set involves should be a necessity rather than a luxury.

So far the Neomega range consists of the KK-1, KK-2, KM-1M, K-36DM, KS-3/4, MB GRU-7, Mk Mk.7, Mk.4 and Mk 9, the Escapac for the A-4, the Stencil for the A-7E and AV-8B and the Aces II for the F-15, F-16, F-117, A-10, B-1, B-2 and



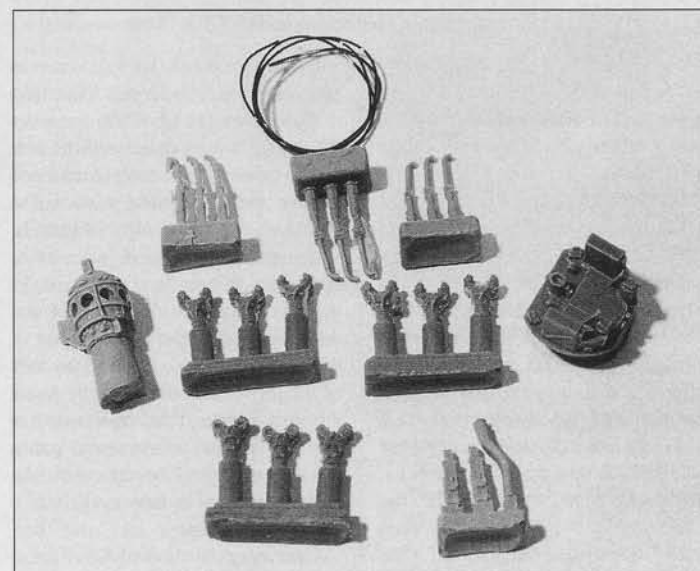
The K-36AM is fitted to the Su-22, 24, 25, 27 and MiG-29 and is shown here in 1/48th scale

YF-22A. All of these types are available in two-seat sets in 1/72nd scale for £2.75. Only the KK-1, KM-1M and K-36DM are available in 1/48th scale at £2.75 each. The K-36DM is also available in 1/32nd scale for £5.50. As far as engines go there is the M-25 (P&W R1820) (£2.75), P&W R-2600 (£2.99), M-11 (£1.99), P&W R-2800 (£2.99) and the M-25 engine bay for the I-16 (£5.50) in 1/72nd scale. The M-25 and R-2600 are also available in 1/48th scale at £8.75 each.

The company also do cockpit tubs complete with ejection seats. So far they do the Su-27 (Italeri) in 1/72nd at £7.00, the Su-27 (Academy) in 1/48th (£10.50), the MiG-29 (Italeri) in 1/72nd (£7.00), the MiG-29 (Academy) in 1/48th (£10.50), the MiG-15 (Tamiya) in 1/48th (£9.00) and the SU-24 (Italeri) and Su-34 (Italeri) in 1/72nd at £9.00 each.

If you are interested in any of the above items you can order them directly from Parade at the prices shown plus £1.00 P&P in the UK (Overseas £2.50). All payments should be made to 'Parade Figures' and if you want to know more about the range you can contact them on 01455 230952 or fax them on 01455 848772.

My thanks to Parade Figures for the review samples. Each is most highly recommended to all.



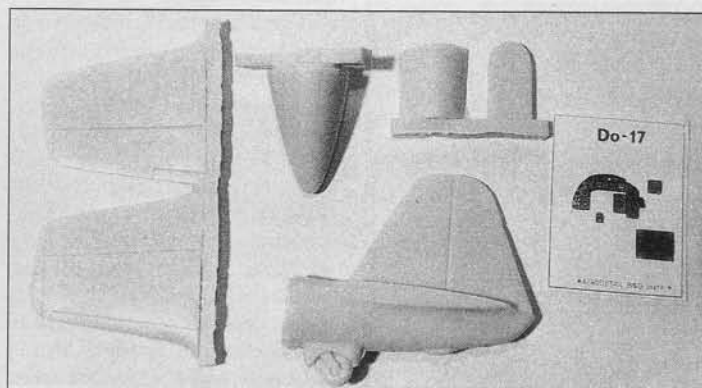
All I need now are instructions! This is the neat little M-25/62 engine bay upgrade designed for the Hasegawa I-16 Rata in 1/72nd scale

Dornier Do 17VI Conversion from RS Models

The idea of a conversion for the first of the 'Flying Pencils' has always seemed an obvious one but due, possibly, to its limited appeal no-one seems to have taken the plunge and produced one - until now!

This new conversion from RS Models of the Czech Republic is a neat six piece resin set which is designed to fit the Airfix Dornier Do 17E/F kit. You may also use the Bilek kit as this is the Airfix example packaged under a different label.

The Do 17 VI had a single fin and rudder assembly whilst the production Do 17E had a twin fin unit. The kit therefore has to be cut off 45mm from the extreme tip of the fuselage. Then the first three parts of the conversion are added, the single tail and vertical fin and the tailplanes. You will need to relocate the radio unit supplied in the Airfix kit to a point illustrated in the instructions and then drill four 4mm diameter holes in either side of the fuselage, just aft of



The neat conversion for the Dornier Do 17VI is designed for the Airfix Do 17E/F kit in 1/72nd scale

the wing trailing edge. The relevant position etc of these holes are well illustrated in the instructions. At a later stage after painting etc these holes can be glazed with Clear-Fix or similar. The position for the upper gun on the Do 17E needs to be filled and a neat little resin plug is included in the conversion

for this. Your final task is to remove some of the upper nose area of the fuselage and then fit the blanking plate over the position of the glazed area on the Do 17E and finally the new 'pointy' resin nose cone. As a very neat finishing touch RS Models have included black and white placards for the instrument

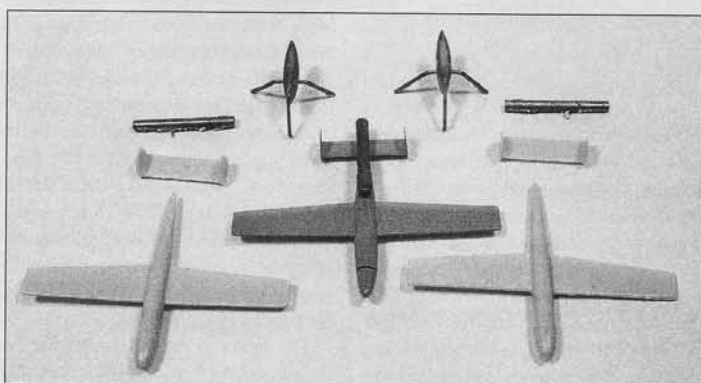
panel and radio unit.

The Do 17VI was left in natural metal for its test flying career and the illustrations with the kit do not show any radio call-sign applied or a swastika on the tail. Check your references on this as the airframe may have been modified during its life to carry different colour schemes.

What a lovely simple conversion. This new set from RS is well cast with no air bubbles or imperfections visible on any of the parts. If you like prototypes or would like to add a 'what if?' to your airliner collection then this is the set for you. At just £8.85 this conversion is worth considering. The only bad news however is that production is limited, so if you want one you had better act fast.

All of the RS Models range are exclusively imported into the UK by H.G.Hannant Ltd and the price given above is from this source. My thanks to Hannants for the review sample.

Tigercat Conversion



This excellent new conversion for the F7F Tigercat allows you to make up the colourful F-2D variant complete with drone. A completed drone is seen in the middle with the contents of this new conversion set in its 'raw' state around it

Although the 1/48th scale Tigercat from AMT has only been around for a relatively short time, one very innovative individual has already come up with a conversion set for it.

Initially the two-seat F7F-2N version was listed as being the first of the types to be released by AMT but in the event the single seat F7F-3 came out first. The reason for mentioning this is that the two-seat version is what this conversion should be based on but until it is actually released, the manufacturer has indicated that the basic F7F-3 can be converted.

As I am now well into this review I had better tell you what the conversion is for, well it is the drone carrying F7F-2D. The conversion itself consists of two resin drones with separate tail units and white metal propulsion units and the associated carriers for underneath each wing which are also supplied as white metal. Little

will have to be done to the resin drones as they come well cast with only a few flaws in the surface (all of which are easily filled). The tail, complete with its end-plates, is moulded as another resin unit and this can be cemented in place. The finesse of the leading edges of both the wings and tail has to be seen to be appreciated, they are lovely. The pulse jet propulsion units are cast in metal and these can be superglued onto the rear of the drone, a little indentation in the body of the drone helps you correctly locate this item. Painting the drones is easy as they are Insignia Yellow overall with a thin red band around the warhead and the pulse jet unit is in bare metal with a polished intake cone.

Converting the standard F7F-3 kit to the -2D is quite complex and will involve installing a new cockpit and seat in the rear upper decking and detailing to your

own tastes. A new canopy is required for this area and as the company say a modified F8F Bearcat unit was used I would suggest one from the Squadron range (9521). The excess plastic included on this vac-formed canopy may be of use as we feel that the 'modification' to the standard hood included a built up rear decking. Very little information on the F7F-2D is available so the Squadron/Signal 'In Action' title on the Tigercat will be of use. The only problem with the use of the F-3 kit in preference to the F-2N kit is the vertical tail unit. The entire shape of this is different and if you want to use the F-3 you will have to modify this area accordingly. You will have to sort out a DF loop blister from spares as this is fitted to the nose of the F-2D and the cannon ports in the nose are faired over. Colour options for the F-2D are varied and they are very colourful with large bands of yellow and red on the wings and tail.

Overall this is an excellent product and one which I feel many will be confident making once the F-2N kit is released. At present there is only one source for the set and that is directly from the manufacturer. I do not have a price as yet but I do know that the first production batch have been completed, so if you want one get your order in now. The people to contact are:

Beaneys Model Hobbies, 56 West Street, Sittingbourne, Kent. ME10 1AN Tel; 01795 472815.

My thanks to Peter at Beaneys for the chance to review this new conversion set. We will be bringing you a build article on making this conversion in a future edition of this magazine.

Pioneer 2 Marketing

We have had a lot of phone calls and received a lot of letters from readers who contacted this firm after they ran an advertisement in our February 1996 edition (See Vol 2 Iss 2 Page 110).

Most of these calls were complaints that people had not received the free kits promised in this advert. I therefore contacted the firm and spoke to Mr Watson who assured me that all of the kits, bar about fifteen which he intended to post that day, had been sent and that everyone should have received their kits by the end of July.

If you however do not receive what you think is outstanding from this firm by the end of July, then I would suggest that you contact them.

When I spoke to the company they said they would not have any outstanding orders, bar about ten people who are waiting for Beauforts, once the rest of the 'free' kits were posted.

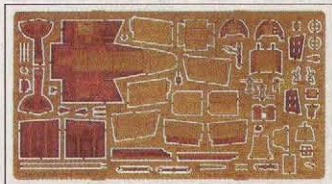
The numbers to ring are 01535 667896 or 01535 643458.

Alternatively you can fax them on 01535 646842 or write to them at Barn House, Willow bank, Riddlesden, Keighley. BD20 5AN. I hope this clears things up for everyone concerned. As a modeller who has survived by the use of mail ordering products in the past I know what it is like to be left out on a limb in this sort of situation.

However I would like to say that although we take every care to ensure the bona fides nature of our advertisers we cannot be held responsibly for their actions.

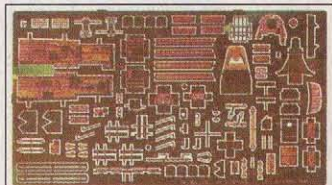
New from Eduard

This month's selection of etched brass from Eduard consists of both 1/72nd and 1/48th scale sets. There are six in 1/72nd with just two in 1/48th. Some of the later sets in this selection feature new colourful graphics on the header cards, and I must say that as far as presentation goes they are certainly a great improvement.



Lots of internal and external detail is offered for the Italeri Bf 109F in set 72-194

Starting with the 1/72nd scale sets first. The first is set number 72-194 which is for the Messerschmitt Bf 109 F-2/F-4. Designed for the Italeri kit the set consists of one fret containing fifty-eight pieces and an acetate instrument panel backing film. The detail supplied consists of both the F-2 and F-4 style of instrument panel, a complete new cockpit interior, floor, sidewalls, seat, harness and rudder pedals. There is also a new tropical filter, oil cooler flap and actuator, bomb fins, undercarriage well inserts and radiator split flaps, exhaust flame deflector and a drop tank retention stop.



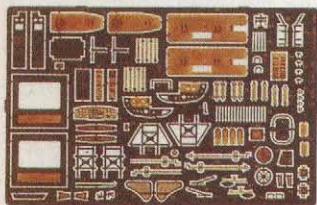
Set 72-195 will spruce up the Italeri 1/72nd scale UH-1B Huey

Next comes set number 72-195 and this is for the UH-1B Huey produced by Italeri. The set comprises one fret containing one hundred and seven parts as well as the usual instrument panel backing acetate film. Detailing consists of various pieces for the cockpit floor etc, new overhead radio, instrument panel, lap straps, main seat straps and later style seat frames, ski plates and supports and sundry panels, aerials and handles for the exterior.

Set 72-196 is next and this is for the Junkers Ju 87D-5 Stuka from Fujimi. This set comprises one fret containing one hundred pieces and the usual acetate film. The set gives you new sidewalls complete with all detailing, lots of detail for the cockpit floor, a new gunner's seat complete with lap straps, rudder pedals, pilot's seat armour and radio units, instrument panel, pilot's seat and harness, wing radiator matrix, canopy detail,

rudder actuator, bomb fins, flap linkage and wing anti-slip panels. Although designed for the Fujimi kit this may be usable in the new Italeri offering.

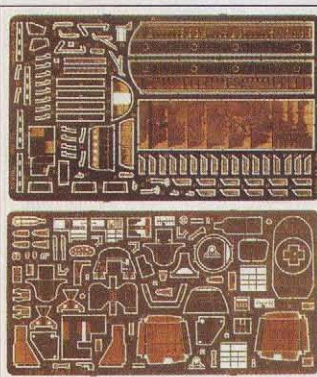
With set 72-199 you know you are in trouble as the instructions come on two sheets! Designed for the TBM/TBF-1C Avenger from Hasegawa the set comprises two frets, one of seventy-six pieces and the other of eighty-two. The set also contains the usual acetate film. Detailing starts with the pilot's seat and new harness, this is followed by floor and sidewall details and a new seat for the bombardier. An almost entirely new gunner's position is made up and then the attention turns to the undercarriage with new doors and oleo compression linkage, a new rear access door and separate cowl flaps. The final area to be detailed is the bomb bay and this gets a



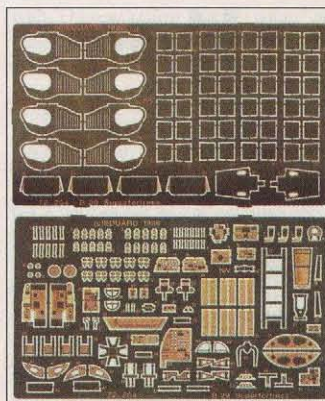
Although it is good the interior of the Ju 87D-5 from Fujimi will benefit from this set (72-196)

new roof, ribs and shackle details plus doors and linkage. Overall this is a comprehensive set for an already well detailed kit.

Next is 72-204 and this is for the B-29A Superfortress from Academy. The two fret set comprises one fret of one hundred and forty-eight pieces and another of sixty-two. An acetate film is also included. Areas given the treatment include the cockpit area with new instrument panel, rudder pedals, throttle box, radio units, seats and belts. There are various aerials for the exterior of the model with new links for each oleo leg and separate cowl flaps for all four engines. Bulkheads in the undercarriage



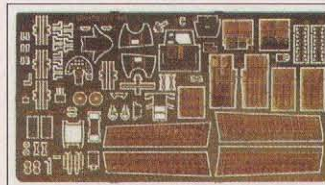
Lots and lots of brass is offered in set 72-199 for the new Hasegawa TBM/TBF-1C Avenger



Who would have thought you need any more detail in the Academy B-29A! Set 72-204 offers it if you so choose

bays, front and rear, are included as well as a new crew access ladder, rudder linkage and tail bumper unit. If you thought the Academy kit had it all, then you were obviously wrong!

The final 1/72nd scale set is number 72-205 which is for the new Ki-45 Toryu from Hasegawa. The set comprises of one fret of eighty-six pieces and an acetate film. The instructions once again come on two sheets and detailing starts with the cockpit interior. Here a new pilot's seat and harness are added along with a new instrument panel, rudder pedals and various items on the floor. The rear area gets detailing added to the gunners machine gun rail, plus new ammunition drums, seat and straps, sidewall detail and radio equipment. Externally there are drooped flaps, wheel



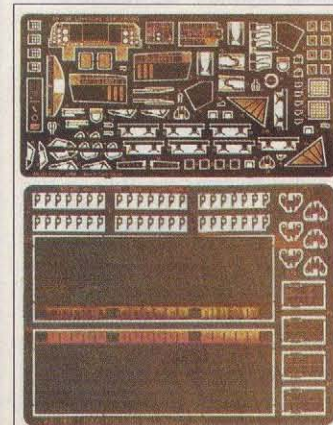
Some areas of the new Hasegawa 1/72nd scale Ki-45 are a little sparse, so this new set (72-205) should prove very useful

well detail, tail wheel compression link, radiator grills, wheel well door detail and new linkage to each main oleo unit. As Peter Fearis said about the model in his recent article, there are many areas of this £23.00 kit which are lacking detail and for all us mere mortals out there who cannot scratch build it all, this kit will be a real bonus.

Moving into 1/48th scale now the first set is number 48-156 and it is for the S-3B Viking from AMT/Ertl. The set comprises of two frets, one of ninety-six parts and the other of fifty-four. An acetate film is also included. The ejection seats get lots of detail plus new belts, the overhead instrument panel is also replaced along with the main instrument panel, side and central consoles. A new wiper blade is supplied for the canopy. An entirely

new bomb bay interior is made up of lots of brass and the set also contains new etched doors for this area. The final detail is for the interior of each main undercarriage leg bay as well as new hinges for the same.

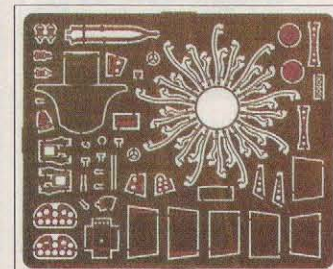
The final offering in this scale and for this selection is number 48-168 and this is for the F6F-3/5 Hellcat from Hasegawa. With the kit being good to start with it will come as no surprise to find that this set comprises a small fret with forty-eight pieces and an acetate film. New rudder pedals are added along with either style of instrument panel for the -3 or -5. A new pilot's seat and harness along with lots of detail for each



With the old Esci 1/48th scale S-3B Viking back under the AMT/Ertl label this new set, 48-156, will be of great use

side console is also included. External detailing consists of a new ignition harness for the engine, radiator screens, separate cowl gills and tail and main oleo torque links.

Each one of these sets is up to the usual high standards we have all become accustomed to from Eduard and each is to be recommended. Each one of the above review samples was supplied by



The Hasegawa F6F Hellcat in quarter scale is good, but Eduard have found more that can be added and have released it as this set (48-168)

Four Plus UK and the prices for each from this source are:

72-194	£5.45	72-195	£5.45
72-196	£6.45	72-199	£6.45
72-204	£8.45	72-205	£6.45
48-156	£6.45	48-168	£5.45

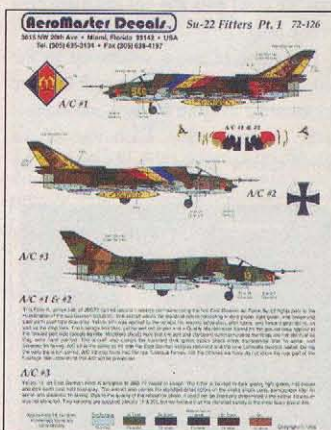
My thanks to Four Plus UK for the review samples

Latest from AeroMaster

It is always nice to receive a selection of the latest sheets from AeroMaster and the most recent batch includes both WWII and modern subjects. The selection I have consists of seventeen in 1/48th and a lowly one in 1/72nd.

Not wanting it to feel left out I will start with the 1/72nd scale sheet. This is number 72-126 and it is entitled 'Su-22 Fitters Part I'. There are three aircraft on the sheet and they are:

- 1. Both of the first two options on this sheet are in fact for the same aircraft; one before and one after unification of the two German Republics. This first version is 'Yellow 546' of JBG77, East German Air force. The airframe is Dark Green, Light Green, Mid-Brown & Dark Earth over Light Blue-Grey. Yellow has been added to the fin, leading edge slats, pitot tube and forward edges of the undercarriage doors, as well as the drop tanks. There are blue, yellow and red stripes on the fuselage and a section of flames painted just aft of the wing trailing edge.
- 2. This is the same machine as above only after it had joined the Luftwaffe. Now coded 25+07 the machine is basically the same as above although the flames around the rear fuselage seem to have gone as have all East German insignia and 'Yellow 546' from either side of the nose.
- 3. 'Yellow 13' an East German machine from JGB77 based at Laage. This machine is Dark Green (FS 24108), Light Green (FS 14097), Mid-Brown and Dark Earth (FS 30040) over light Blue-Grey (FS 25352).



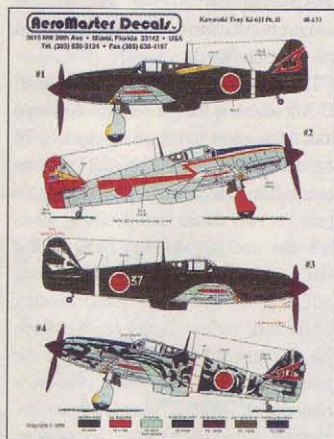
Flashy Fitters are offered in 1/72nd scale on 72-126

Moving swiftly on to the 1/48th scale offerings now. The first is number 48-133 which is entitled 'Kawasaki Tony Ki-61 Pt.II'. This sheet contains markings for four machines and they are:

- 1. Ki-61 Tei, 23 Independent Co., Okinawa, April 1945. This machine is IJA Dark Green over natural metal.
- 2. Ki-61 Otsu. The instructions state that this machine was supposed to have belonged to the 59 ACR, 3rd Company

commander and that this may possibly have been a Kamikaze Special Attack Unit. This machine is overall natural metal with a brown spinner and prop, black anti-dazzle panel on top of the engine, a red rudder and a large yellowed edged lightning bolt running down the fuselage.

- 3. Ki-61 Tei of the 55 ACR based at Itami AB in August 1945. This machine is IJA Dark Green over natural metal.
- 4. Ki-61 Otsu, 68 ACR, 2nd Company based at New Guinea/Hollandia in April 1944. This aircraft was flown by Lt. Yoshimitsu Tarnui and it was painted Kawasaki IJA Dark Green in a random squiggle pattern over the natural metal airframe.

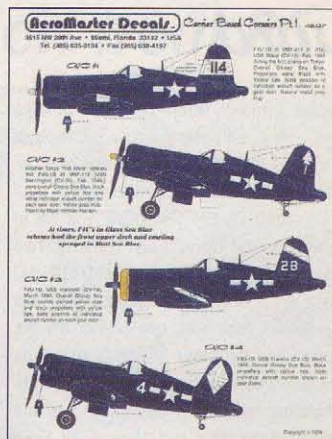


More for the Ki-61 Hien in 1/48th scale on 48-133

The next sheet is quite conventional, as it depicts all Gloss Sea Blue Corsairs. Numbered 48-137 the sheet is entitled 'Carrier Based Corsairs Pt.I' and it offers schemes for six machines. All of these machines are overall Gloss Sea Blue with Matt Sea Blue anti-dazzle panels on the upper cowls. The options are;

- 1. F4U-1D of VMF-214 or 215 on USS Wasp (CV-18) in February 1945. This machine carries the number '114' on a white band on the vertical tail.
- 2. F4U-1D of VMF-112 on USS Bennington (CV-20) in February 1945. The only splash of colour on this machine is the propeller hub which is yellow.
- 3. F4U-1D on board USS Hancock (CV-19) in March 1945. This machine carries the number '28' on the tail along with a horizontal white stripe and a yellow tip to the cowlings.
- 4. F4U-1D on USS Franklin (CV-13) in March 1945.
- 5. F4U-1D of VBF-83 on USS Essex (CV-9) in April 1945.
- 6. F4U-1D of VF-84 on USS Bunker Hill, Okinawa, April 1945.

Although all of these machines share a basically similar overall colour scheme they do have various different insignia and squadron markings on the wings.



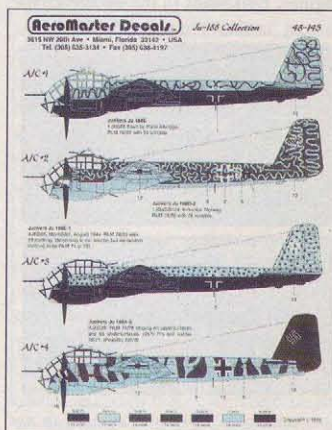
They are all blue to me? Lots of Corsairs are offered on 48-137

Next is a sheet I have been waiting for, namely the Junkers Ju 188. Numbered 48-145 this is the 'Ju 188 Collection' as the instructions state and it offers you schemes for five machines. These are;

- 1. Ju 188E of 1/KG66 flown by Hans Altrogge. This machine is RLM 76 (Light Blue) on top and RLM 22 (Black) underneath with a mottle of RLM 74 (Grey) on top.
- 2. Ju 188D-2 of 1/GaGR124 based at Kirkenes, Norway. This machine is RLM 76 underneath with RLM 74 on top. The upper surface is then oversprayed with a squiggle pattern of RLM 75 (Grey-Violet). The spinners on this aircraft are 50/50, white and RLM 74.
- 3. Ju 188E-1 of 4/KG66 based at Montdider in August 1944. This aircraft is RLM 76 on top and RLM 22 underneath. The upper surface is then speckled with RLM 74 or possibly RLM 75.
- 4. Ju 188A-2 of 9/KG26. This machine is RLM 76 underneath with a striped effect of RLM 74/75 on top. The tail unit is a replacement and it is painted RLM 70/71.
- 5. Ju 188A. This machine was captured in France and is painted RLM70/71 over RLM 22.

It is about time there were some alternative markings for the Dragon kit, thanks AeroMaster!

The next sheet is for the Hurricane and

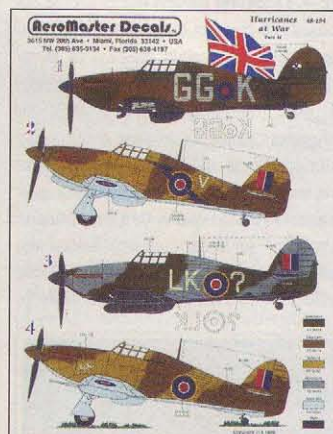


At last, some Ju 188 markings! 48-145 does the business

it is numbered 48-194. Entitled 'Hurricane at War Part II' the sheet offers schemes for four machines, these are;

- 1. Mk I, GG*K, L1766 of No 151 Sqn, Raf North Weald in 1939. This machine is Dark Earth and Dark Green over a white and black lower surface. This machine features the early type tailwheel unit and 'kidney' exhaust stacks.
- 2. Mk IIB (Trop), coded *V, HL795 of No 274 Sqn. This machine has a typical desert scheme of Midstone and Dark Green over Azure Blue. Being a No 274 sqn machine it also features the lightning bolt on the fuselage sides running through the roundels.
- 3. Mk IIC, coded LK*?, HL864. This night intruder is painted Ocean Grey and Dark Green over Night (black).
- 4. Mk IID, BN795. Another desert machine this airframe is Dark Earth and Midstone over Azure Blue.

With hints of all-new 1/48th scale Hurricanes from a well known Japanese source next year, this may be a very well timed sheet!



A very nice pre-war Hurricane is one of the options on 48-194

It has been a while since I had a Messerschmitt Bf 109 sheet to comment on so this new sheet, 48-227, is very welcome. Entitled 'Bf 109's of JG 53' the sheet offers schemes for five machines. The options being;

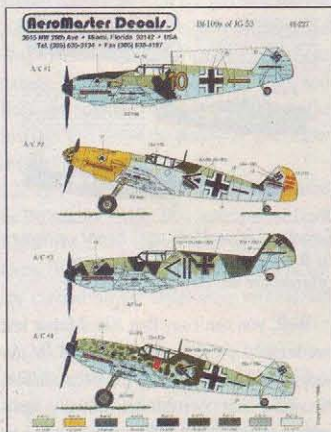
- 1. Bf 109E-3 'Yellow 10' flown by Oblt. Heinz Bretnütz, Staffelkapitän 6/JG 53 from Mannheim-Sandhofen in the winter of 1939-40. This machine is RLM 70 (or 71) and RLM 02 in a splinter pattern over RLM 65. With the upper colours' demarcation usually quite high this machine is different in so far as it features large patches of these colours down the fuselage sides.
- 2. Bf 109F-2, W/Nr 6674, flown by Hptm. Heinz Bretnütz, Gruppenkommandeur II/JG 53 from St. Omer-Arques, France in May 1941. Unusually for a F series Bf 109 this machine features a RLM 71/02 splinter pattern over RLM 76 under surface and fuselage sides. The entire cowl and rudder are RLM 04 and the spinner is also this

colour although it is mottled with RLM 71. The machine also features a ZFR-4 telescopic sight as well as the usual Revi reflective type.

• 3. Bf 109E-1 flown by Oblt. Wilfried Balfanz, Stab I/JG 53 at Kirchberg im Hunsrück in the autumn of 1939. This aircraft is a combination of RLM 70/02/62 over RLM 65. These colours are applied in the usual splinter pattern but one which goes down the fuselage sides in an irregular fashion.

• 4. Bf 109E-3 flown by Oblt. Wilfried Pufahl, Stab II/JG 53 in West Germany in may 1940. This machine is RLM 71/02 over RLM 65. It is interesting to note that the upper colours have 'soft edges' and that they extend down the fuselage sides. The nose area is mottled RLM 71 over 02.

• 5. Bf 109F-2 of Stab II/JG 53 based at St.Omer-Arques in the Spring of 1940. This machine is RLM 74/75 over RLM 76. The entire nose, spinner and rudder are RLM 04. The cowl and spinner have an additional overspray of RLM 71.

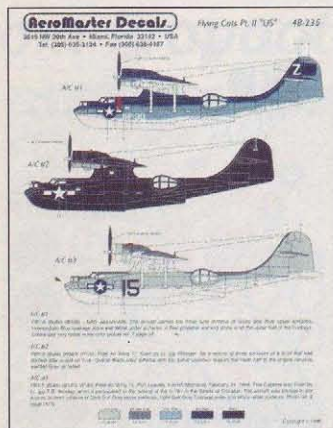


Some very unusual schemes for JG 53 operated Bf 109's come on 48-227

This set comes complete with one sheet each of the Bf 109E (148-006) and Bf 109F/G/K (148-007) stencils.

With the release of the excellent PB-Y-5 Catalina from Monogram in the USA and Revell in the UK, it is no surprise that the decal manufacturers have come out with a few sheets. This sheet from AeroMaster is entitled 'Flying Cats Pt. II "US"' and it offers schemes for three machines. The options are;

- 1. PB-Y-5 (BuNo 08349) based at NAS Jacksonville. This machine features a three tone colour scheme of Gloss Sea Blue uppers, Intermediate Blue fuselage sides and White underneath.
- 2. PB-Y-5 (BuNo 08363) of VP-34, Fleet Air Wing 17, flown by Lt. (jg) Plieeger when he rescued the crew of a downed B-24 who ditched after a raid on Truk. This machine is black overall, although the underneath of each engine cowl is grey (or very faded!).
- 3. PB-Y-5 (BuNo 08145) of VP-63, Fleet Air Wing 15 based at Port Lyautey, French Morocco, February 24, 1944. This

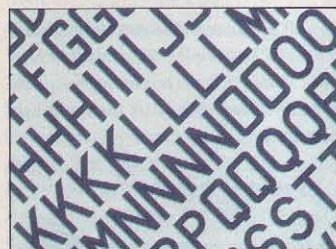


Guess what? yep another PB-Y sheet. This time 48-235 offers some USN schemes for the type

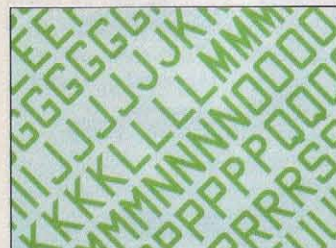
machine was flown by Lt. (jg) T.R. Woolley when it participated in the sinking of the U-761. This aircraft is in a tri-colour scheme of Dark Gull Grey on top, Light Gull Grey fuselage sides and white underneath.

The next two sheets are both really about the same topic, that is to say WWII RAF codes. First is sheet number 48-236 and this offers one sheet of RAF code letters in grey to 30" size. The other is 48-237 and this is a sheet of 24" sized letters in Sky.

It is certainly good to see AeroMaster



If you need 30" Grey code letters for RAF topics then look no further than 48-236.



If you need 24" Sky codes you should find all you need on 48-237

doing code letters as well as roundels.

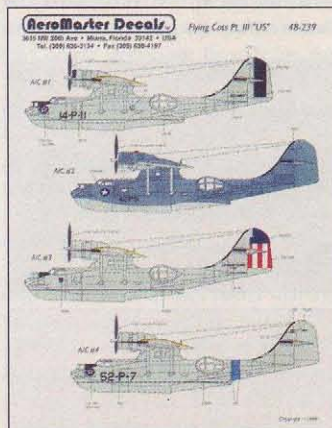
Having just had a look at Part II of the Catalina sheets, this next offering is the third part. Entitled 'Flying Cats Pt. III "US"' and it offers schemes for a further four machines. These options are;

- 1. PB-Y-5 of VP-14 in 1940. This machine is pre-war Aluminium dope with Orange-Yellow upper wings and upper horizontal stabilisers.
- 2. PB-Y-5 of VP-42, Fleet Air Wing 4 based in the Aleutian Islands in June 1942. This machine is Blue Grey over Light Grey.
- 3. PB-Y-5 of V-189, US Coast Guards. This aircraft is Aluminium dope overall

with Orange-Yellow upper wings and stabilisers. The rudder is red, white and blue striped.

- 4. PB-Y-5 (BuNo 2293) of Patron 52 based at NAS Quonset Point in 1941. This machine is in the same scheme as the previous option although the rudder is also aluminium.

It is good to have a choice for your PB-Y, and my choice is the US Coast Guard machine, very nice!



Back to the cat. Sheet 48-239 offers some interesting schemes including my choice - the US Coast Guard version

Moving a bit more up to date now, the next sheet is for the MiG-21. Entitled 'MiG-21's: Flashpoint Fishbeds' and numbered 48-420, the sheet offers schemes for six machines. These are;

- 1. MiG-21MF '8454' of the Egyptian AF based at Fayid AFB in 1981. This machine is in the Russian export scheme of green and sand over pale blue. Due to increased tension with Libya, Egyptian aircraft carried large patches of black-outlined orange as an IFF measure.
- 2. MiG-21MF of the Iraq AF which was captured by the allied forces after operation Desert Storm in 1991. This machine is in a very faded version of the overall scheme applied to option 1.
- 3. Egyptian AF MiG-21MF '8460' based at Manzilah AFB, Nile Delta region in 1981. This aircraft has a home-brewed scheme of black/green, pale green and sand

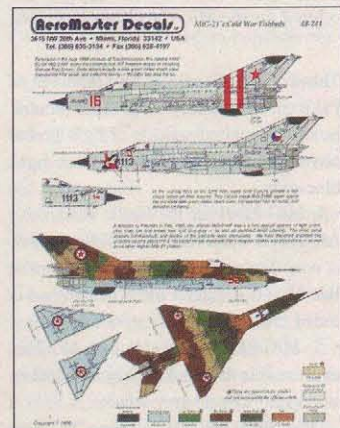


Middle East MiG-21's come on sheet 48-240

over light blue grey.

- 4. Ethiopian AF MiG-21MF. This machine is in the same scheme as option 1 and the decal sheet includes codes for either '1103' or '1082'.
- 5. A captured ex-Angolian AF MiG-21bis operated by the South African AF. Once again a variation of the standard Russian export desert scheme is evident.
- 6. MiG-21m of the Indian AF, No 26 ('The Warriors') Sqn. This machine is overall pale grey finish.

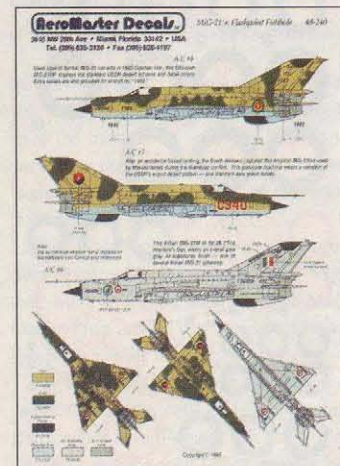
Although the instructions state the OEZ kit as the 'recommended' source I feel that the soon to be released kits of the MiG-21 from Academy are a more likely recipient.



Cold War era MiG-21's are on 48-241 including the Czech version with nose art!

Staying with the MiG-21 we move on to the next sheet, number 48-421. This sheet is entitled 'MiG-21's: Cold War Fishbeds' and it offers schemes for four aircraft. These options are;

- 1. Soviet AF MiG-21MF which participated in the 1968 invasion of Czechoslovakia. This aircraft is natural metal overall with red/white/red IFF bands around the fuselage.
- 2. MiG-21MF of the Czech AF. This machine is also natural metal overall, although with the collapse of the Warsaw Pact, this machine sports some rather risqué nose art!
- 3. MiG-21MF of the Afghanistan AF.





Some nice 'new world' topics are offered for the MiG-21 on sheet 48-242

This machine was flown by a defector, to Pakistan in February 1989. It is painted in a field-applied scheme of light green, olive drab, tan and brown over light blue-grey.

- 4. MiG-21MF of the North Vietnamese AF. This is a reported 'B-52 Killer' which is now displayed at the war monument at Bac Mai. It is natural metal overall and is coded '5121'.
- 5. MiG-21MF of the Polish AF. This machine is in the standard Wojska Lotnicze air-superiority pale-grey scheme.

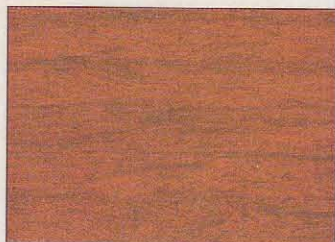
The final MiG-21 offering is sheet number 48-242 and this is entitled 'MiG-21's: New World Fishbeds'. There are five options and they are;

- 1. MiG-21MF of the Slovakian AF, 1994. This machine is in the standard Czech tactical scheme of dark green and mid-brown over light grey.
- 2. MiG-21MF of the Hungarian AF. This aircraft sports a home-brewed scheme of dark green and tan over pale blue-grey.
- 3. MiG-21MF commemorating the disbandment of JG1 in December 1990. This machine carries the 'old' East German scheme of dark green and brown over light blue-grey. It also features a sharkmouth.
- 4. MiG-21bis of the Croatian AF, this is

presumed to be an ex-East German machine and it carries their usual camouflage.

- 5. MiG-21MF, Serbia, 1995. This machine wears the standard Yugoslavian pale grey scheme.

Moving back to WWII subjects, the next sheet is a two-sheet offering. Numbered 48-243 and entitled 'RAF Spitfire & Hurricane Roundels (Early)' the sheet offers a wide selection of A, B and C style roundels as well as applicable fin flashes and anti-gas panels.

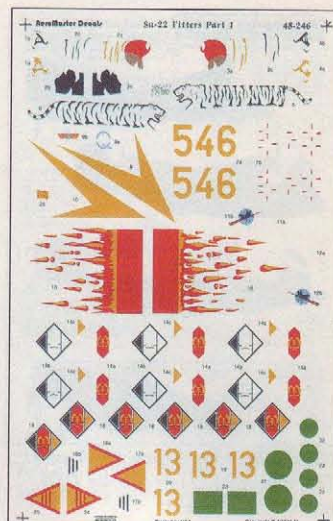


Also a two-sheet set is this wood effect panelling for WWI topics (48-245)

With Mitch Thompson singing their praises in June (See Vol 2 Iss 6 Page 359), the next sheet will be very welcome as a separate package as it is two styles of WWI aircraft wood panelling. Offered in light or dark colours per sheet they should be applicable to most WWI applications.

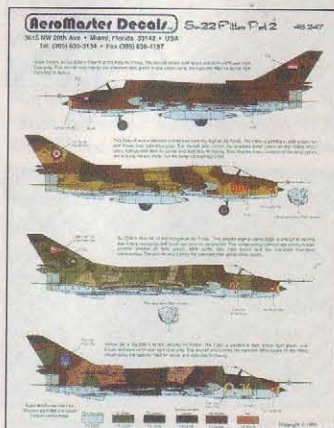
Sheet 48-246 is entitled 'Su-22 Fitters Part 1' and this is just a scaled up version of the 1/72nd scale version (72-126) reviewed earlier on.

Following on from the above is the second part. Numbered 48-247 and titled 'Su-22 Fitters Part 2' the sheet offers schemes for four machines, these are;



Scaled up from the 1/72nd scale sheet is 48-246 for the Su-22 Fitter

- 1. Su-22M-4, 'Black 22564' of the Iraqi Air force. This machine is dark green and dark earth over light blue-grey.
- 2. Su-22M-4 flown by a defecting Afghan AF pilot to Pakistan, this machine is dark green, tan and brown over light blue-grey.
- 3. Su-22M-3 'Red 04' of the Hungarian AF. This aircraft is painted a real hodge-podge of colours including several shades of dark green, dark earth, tan and light green as well as standard blue-grey underneath.
- 4. Su-22M-4 'Yellow 34' of the Ukrainian AF. This machine is dark green, light green, mid-brown and dark earth over light blue-grey.



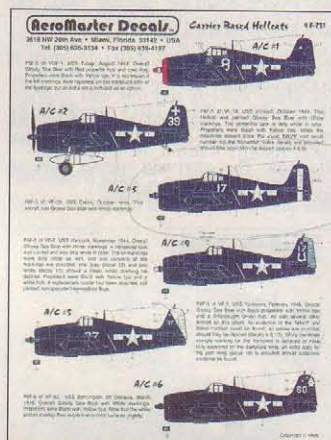
The second part of the Su-22 selection in quarter scale is 48-247

We go back to WWII again with this next sheet. Entitled 'Carrier Based Hellcats' the sheet (48-251) offers schemes for no less than eight machines. All of these aircraft are Glossy Sea Blue overall and they are;

- 1. F6F-5 of VOF-1 on USS Tulagi in August 1944. This machine features a red cowl ring and spinner.
- 2. F6F-5 of VF-18 on USS Intrepid in October 1944. This aircraft carries a dirty white coloured drop tank.
- 3. F6F-5 of VF-29 on USS Cabot in October 1945.

- 4. F6F-5 of VF-7 on USS Hancock in November 1944. A replacement rudder has been fitted to this machine and it is painted non-specular Intermediate Blue.
- 5. F6F-5 of VF-3 on USS Yorktown in February 1945.
- 6. F6F-5 of VF-82 on USS Bennington off Okinawa in March 1945.
- 7. F6F-5 of VF(N)-90 on USS Enterprise in March 1945.
- 8. F6F-5 of VF-46 on USS Cowpens in March 1945.

Although they are all the same overall colour scheme, there are a few variations to make it interesting. The sheet does include maker's badges for the propellers for four machines.



Loads of blue Hellcats! Eight options as long as they are all blue are offered on 48-251

Well, you can't say that AeroMaster are not busy at present and it is good to see such a wide selection of topics available. Knowing that AeroMaster initially only looked at the 1914-1959 era it is good to see that they are willing to move into modern topics. With the new Su-22 kit from KP I am sure those sheets will offer modellers a far wider choice for finishing their projects. The RAF codes and roundels are most welcome.

Each one of these sheets is well worth having and they are each well up to the very high standards we have become accustomed to from this source. The sheets featured are priced as follows.

72-126	£4.95	48-133	£4.95
48-137	£4.95	48-145	£4.95
48-194	£4.95	48-227	£5.95
48-235	£4.95	48-236	£4.25
48-237	£4.25	48-239	£8.75
48-240	£4.95	48-241	£4.95
48-242	£4.95	48-243	£6.95
48-245	£4.95	48-246	£4.95
48-247	£4.95	48-251	£4.95

All the AeroMaster range can be obtained from specialist hobby shops or direct from their UK importers, H.G. Hannant Ltd. Check their advertisement for details.

My thanks to AeroMaster for the review samples.

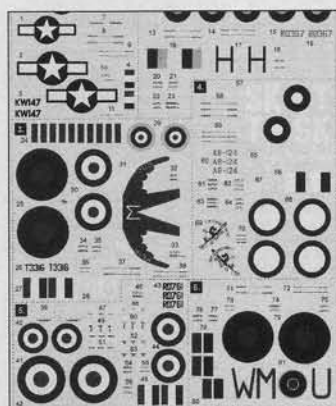
Lots of lovely roundels are offered on 48-243, which is a two-sheet set

New Series from Propagteam

The name of Propagteam will be familiar to many of you. They make decals not only for themselves but for inclusion with kits by MPM, Condor etc as well as producing the sets marketed over here by Delta Decals. Recently a set of three new decal sheets and booklets arrived from Propagteam's UK importer, Four Plus UK, which deal with aircraft in both 1/72nd and 1/48th scales. Two of the sets are in 1/48th whilst the other is in 1/72nd scale.

Starting with the 1/72nd scale set first. This comprises the usual sized decal sheet in a resealable plastic bag. With this comes an A5 sized four page, loose leaf instruction booklet. This booklet is colour for the first and last pages with all the diagrams about the options on the decal sheet in black and white. The topic for this first (No 72101) sheet is the Bristol Beaufighter and there are five options on it. These options are:

- 1. Mk VI, KW147 of No 417 Night Fighter Squadron, 12th A.F based in Italy in August 1943. This machine is Medium Sea Grey overall with a disruptive camouflage pattern of Dark Green on top. Stars and Bars are carried on either side of the fuselage and above the port wing and below the starboard only.
- 2. TF Mk X, RD367 of No 27 Sqn based in Burma in 1945. This machine is Dark Earth and Dark Green over Medium Sea Grey. White SEAC identification bands are carried on the tailplanes, vertical tail and wings.
- 3. Mk Ic, T3316, 'M' of No 272 Sqn based at Idak AB in Egypt. This machine is Dark Earth and Middle Stone over Azure Blue. It carries the legend 'Pegasus' on the nose, the design of which raps around the fuselage under the nose.
- 4. A8-124, T*SK of no 92 Sqn, RAAF. This machine is Foliage Green overall and it carries the name 'Marge' on the nose and some neat artwork on either side of the rudder.
- 5. TT Mk 10, RD761. This machine was the last recorded flight by the RAF of the type and it was carried out by F/O H.Marshall on the 16th May 1960 from



What an inspired choice! If you have some Beaufighter kits tucked away in store and you are looking for some decals look no further than this new offering (72101) from Propagteam.

Seletar. This machine is aluminium on top with yellow underneath. As with all target tugs the yellow under surface is striped diagonally with black.

- 6. Mk VI, V8656/G, WM*U of No 68 Sqn. This machine is Medium Sea Grey overall with the disruptive camouflage pattern of Dark Green on top.

Each option comes with the full set of stencilling and national insignia.

Moving on to the 1/48th scale sets now. The first is 48102 and this is for the Sukhoi Su-22M4. Once again the decal sheet and instructions are presented in the same manner although this time the booklet is six pages thick. There are four options and they are:

- 1. Su-22M4, S/No. 39204 which was flown by a young defecting Afghan pilot to Pakistan in July 1989. This machine had been operated by the 335th Regiment of the Afghan Air force and it was painted Red Brown (FS 30111), Aircraft Grey/Green (FS 34226) and Desert Pink! (FS 30279) over Light Grey (FS 36473).
- 2. Su-22M4 tactical number 22563 of the Iraqi Air force from Al Muthana AFB in the summer of 1990. This machine is Olive Green (FS 34079) over Medium Grey (FS 26270).
- 3. Su-22M4 of the 8th Brandenburg

Fighter-Bomber regiment, Polish Air Force based at Miroslawiec AFB in the summer of 1991. This machine is Chocolate (FS 30045), Dark Green (FS 34079) and Ochre (FS 33440) over Light Blue (FS 35414).

- 4. Su-22M4, S/No. 25714 of the 77th Fighter-Bomber Squadron (JBG 77) based at Laag. This is the machine which carried the special colour scheme for the last official air show of the National People's Army of the German Democratic Republic on the 27th September, 1990. The aircraft is painted Chestnut Brown (FS 37056), Olive Green (FS 34052) and Mottle Green (FS 24195) over Grey/Blue (FS 34223). It also features flames around the rear of the fuselage and blue, yellow and red stripes on the dorsal spine.

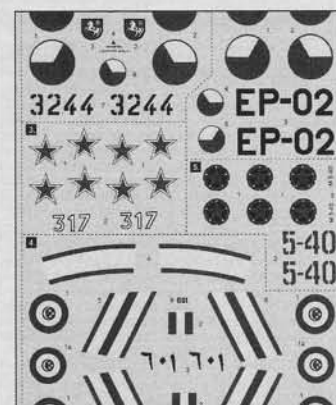
This set contains all the markings required to make up each option with the exception of any stencil detail. The instruction booklet is further enhanced by the inclusion of some high quality detail pictures of such areas as the tip lights, ejection seat, cockpit interior and gun port.

The final set in this scale and in this selection is 48103 which is for the MiG-15. There are five options on the sheet and they are:

- 1. '3244', C/No. 613244 of the 'Ostravsky'



The Su-22M4 seems all the rage at present in 1/48th, probably due to the new kit from KP. This new sheet from propagteam offers some nice options.



The MiG-15 is in vogue of late due to the excellent version from Tamiya. This new sheet (48103) from Propagteam is well worth considering.

Fighter-Bomber Regiment, Czech Air Force. This machine is silver overall.

- 2. 'EP-02', of the Czech Air Force Aerobatic Team, 1954. This aircraft is red and silver overall.
- 3. '317', a Russian Air force example which is Sand (FS 33448) over Light Blue (FS 35450).
- 4. An overall silver Egyptian Air Force example complete with green, white, green stripes on the fuselage and wings.

5. '5-40', of the Albanian Air Force. This is once again silver overall and it depicts a type which was still in use as late as 1992!

Once again a full set of decals for each option is included bar all the stencilling.

Overall I feel this new 'Marking Collection' is a great idea. The quality of Propagteam decals means that these sheets will be usable and the instructions are very helpful. The choice of topics, the Beaufighter being an inspired one, is great and for just £4.95 a set I feel they are well worth considering. I am informed by Four plus UK that a large quantity is on order so they should be available by the time you read this, check their advertisement elsewhere for more details.

My thanks to Four Plus UK for the review samples. I can only hope with the promise of the Beaufighter in 1/48th scale from Tamiya that the 1/72nd scale sheet will soon be available in quarter scale, as I fancy that Australian version!

Quarter Scale Lozenge from Pegasus

Following on from their 1/72nd scale version of WWI German Lozenge fabric decals, Pegasus have now released two similar sheets in 1/48th scale.

The two sheets are large, 17cm x 29cm and each contains four 2.5cm x 27.5cm long strips of the lozenge fabric and in between each of these strips are six similar lengths of rib tapes in the appropriate colour. The first issues in this scale represent the four colour lozenge in its upper and lower colour combinations. As I have said before a great deal of research has been carried out by



The first of the new 1/48th scale four colour lozenge sheets is this one for the upper surface

Pegasus and with the use of Computer Aided Design (CAD) they have been able to replicate the complex polygon shapes of each colour to within six decimal places.



This is the lower surface version of the four colour lozenge in this scale

Looking at each of these sheets I must say that they are as good as the smaller scale versions. About all you can say is that a darkened varnish should be applied over

these as once doped, the colours are a little less bright. As these sheets are duplicated from the linen in its un-doped state, this does mean that some toning down will be required and I feel the darkened varnish coat is the best way to do this.

It is good to have these two new sheets from Pegasus and they go very well with their latest kit release under the Blue Max banner; Pfalz D.XII. I can recommend these sheets to all WWI fans.

My thanks to Pegasus for the review samples. Each sheet costs £7.49 and you can check their advertisement elsewhere for details or ring them on 01227 277569 for more information.

A/A IMPORTS

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ISRAELI F-4E(S)
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and cutting edge decal 72004 or 48004

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BF-109 G-1/6



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In July 1935, the 'Regia Aeronautica' issued a call to the Italian aircraft industry for the design and production of a new type of fighter aircraft with what were then considered to be advanced features. It was specified that the new fighter should have an air-cooled radial engine, two 12.7mm machine guns and one 20mm cannon. The possibility of an additional rôle, such as ground attack, was also to be considered.

By early the following year the specification had been revised to include the elimination of the cannon armament and the attachment of external bomb-racks under the wings. This was an effort to bring the total weight down to more acceptable levels if speed and manoeuvrability were not to be sacrificed. From experience gained in Spain with the Fiat CR.32 it became more than evident that speed would be the winning factor in air combat of the



Another early Macchi C.200 from the 88a Squadriglia is re-armed after a sortie over Malta. The unit badge has still to be painted on this aircraft

hardly any improvement over the older biplanes such as the CR.32, which at least were considered to be more reliable. Ironically enough this situation was to mislead the Italian Air Ministry to order another biplane, the CR.42!

So it was hoped that the new fighter which would emerge from the July 1935 specification would prove to be superior to any of the other types on the 'Regia Aeronautica' inventory and possibly compete on a par with foreign products. The introduction of a retractable undercarriage and a fully enclosed cockpit did give the new C.200 a semblance of modernity.

The 'Saetta' Described

The C.200 was a low-wing monoplane, single-seat, single-engined fighter aircraft of all-metal construction. The fuselage was of semi-monocoque construction while the wing was built on two spars.

Italy's Little Lightning

future, though the 'Cirri' (the Spanish nickname of the CR.32) had hardly met any formidable opposition during the Spanish Civil War.

Dilemma of an Aircraft Industry

By the time the Fiat G.50 and the IMAM Ro.51 had arrived on the scene, the Italian aircraft industry still lagged behind the capabilities of other nations. Politics and bureaucracy had swamped down development on the lines of the Bf 109, Hurricane or even the Polikarpov I-16. Flight trials conducted during 1937 with the G.50 and Ro.51 proved that these were

In the hands of an expert fighter pilot the C.200 Saetta could prove to be a match for any opponent notwithstanding the 'aged' look of its bulky radial engine and open cockpit. Born at a time when fighter aircraft were going through a fast phase of development, it was soon overtaken by aircraft with more sophisticated features.

The C.200, however, proved to be a very sensible design which eventually gave birth to the all-time classic, the C.202 Folgore, followed by the finest piston engined aircraft ever designed in Italy, the C.205 Veltro.

Richard J. Caruana describes this delightful little aircraft.

Ailerons were metal frames covered in fabric while the split flaps were all-metal. A wide-track undercarriage retracted inward to fit completely into the wing.

Movable areas of both horizontal and vertical tail surfaces were also fabric-covered metal frame constructions. The tailwheel was designed to be retractable but this feature was only retained on early production examples. Another change during the C.200's life was in the design of the cockpit which was originally fully covered consisting of three parts – a windscreen, a central section sliding aft, and a rear glazed tear-drop shape section at the end. After the first 200 examples had been delivered this 'claustrophobic' feature succumbed to pressure from a number of prominent pilots who had been accustomed to open biplane cockpits and was replaced by a neat metal fairing with small transparent side panels to the original fixed front portion of the windscreen.

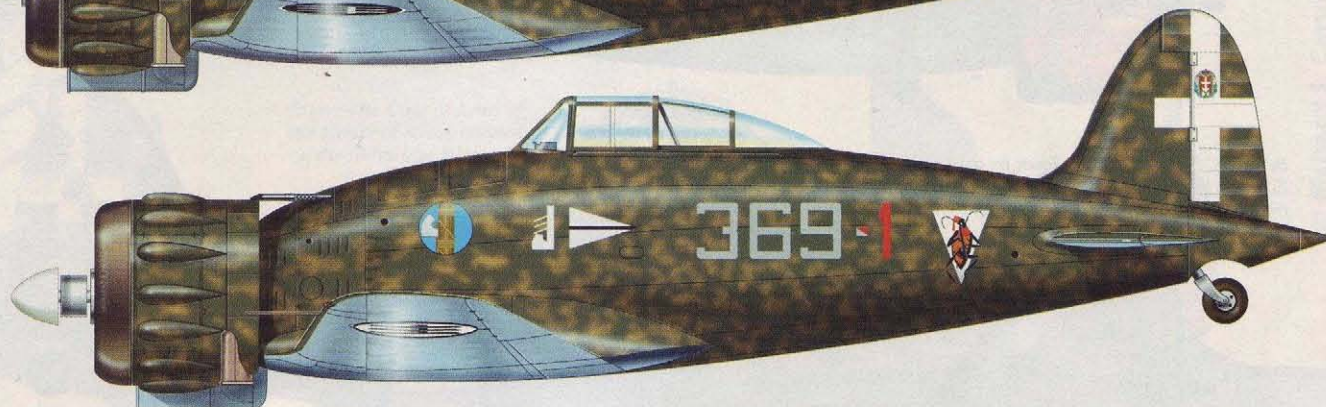
Its designer, Mario Castoldi, would have wished to install a clean in-line engine but none were available in Italy at that time with the necessary power. While he dreamed of one day installing something like a DB.501 he had no choice but to opt for the bulky Fiat A.74 RC.38 which provided 840hp at 3,800m. This drove a variable pitch, three-bladed metal propeller.

Fuel was carried in two fuselage self-sealing tanks, one just forward of the cockpit and another under the



Most important fighter on the inventory of the Regia Aeronautica at the time of Italy's entry into war was the Macchi C.200. Here an early example with the sliding hood of the 6° Gruppo (81a Squadriglia) prepares to take off for an escort sortie over Malta from Catania Fontanarossa — June 1940

Above: C.200 of the 91° Sq (10° Gr, 4° St) as seen in 1939 with the Italian tri-colour on the fin before the introduction of the white cross



Above: C.200 of 369° Sq (152° Gr, 54° St) based at Ariasca in June of 1940. Cucaracha emblem is in full colour. Note also command pennant and a stylised version of emblem later used by 56° St



Above: C.200 of the 371° Sq (22° Gr), 1939. Note that it carries a monochrome version of the emblem as 369-1 above it



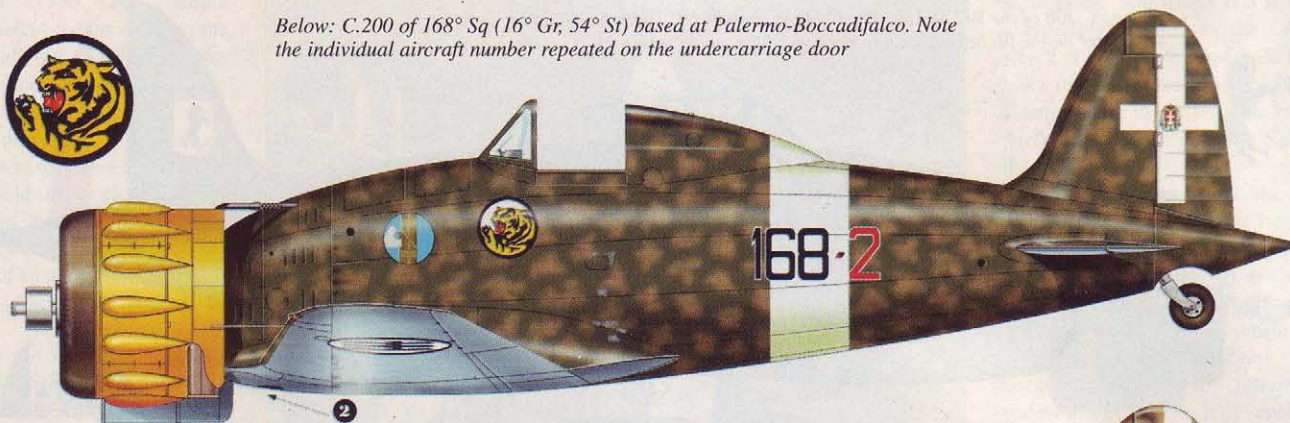
Below: C.200 of the 372° Sq (153° Gr), early 1940. The unit badge, with a light blue shield is seen on the left



Below: C.200 of the 80° Sq (17° Gr, 1° St) at Catania Fontanarossa in December, 1940, for operations against Malta. Code positioning is unusual. Detail of unit emblem is seen at left



Below: C.200 of 168° Sq (16° Gr, 54° St) based at Palermo-Boccadifalco. Note the individual aircraft number repeated on the undercarriage door



Below: C.200 of 373° Sq flown by the Commander of the East Air Sector, General Ferdinando Raffaelli operating from Cyrenaica in the autumn of 1941. The rank pennant is carried on the fuselage



Below: C.200 of the 385° Sq (156° Gr Autonomo) operating from Torino Caselle in 1941. The unit emblem is seen on the left and the motto can be loosely translated as "hands off"!



Below: C.200 of the 85° Sq (18° Gr, 3° St) operated from Greece early in 1942. The unit emblem is seen on the left and the motto means "watch out or I'll hit you"



Below: C.200 in post 8 September 1943 markings. MM.4557 was previously owned by the 93° Sq (8° Gr), the only Regia Aeronautica unit which passed on to the South as a whole. Note the sand filter



THE MACCHI C.200 IN RUSSIA

C.200 of the 362° Sq (21° Gr Autonomo) operating from Krivoirog in Russia during the summer of 1941

© Richard J. Caruana 1996



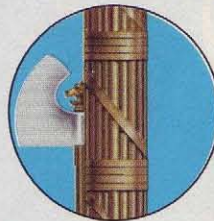
22° Gr emblem

Right: The Coat of Arms of the House of Savoy carried on the fin/rudder white cross



Typical upper camouflage scheme and markings applied to C.200s operating in Russia

Right: The fuselage fasces insignia carried by Regia Aeronautica aircraft on the fuselage



Above: Typical underside finish of C.200s operating in Russia. Note yellow wingtips and reversed wing fasces, typical of early C.200s

Below: C.200 of the 382° Sq (21° Gr Autonomo) operating from Voroscilovgrad, Russia, in July of 1942. Note that this particular example had no fuselage fasces badge and that the lower cooling gill has been removed (both sides)

21° Gr emblem



cockpit floor. Armament consisted of a pair of 12.7mm guns fitted in the forward fuselage firing through the propeller arc.

Development

Ing Mario Castoldi, designer of the C.200, tried to give the new fighter all the features which were then being incorporated into warplanes of other nations. The all-metal construction was a very large step forward for the aviation industry in Italy at that time. The wing cross-section was eventually to prove troublesome in service, making the C.200 a handful to control at certain angles of attack. Flight trials were originally the responsibility of Giuseppe Burei who took the C.200 prototype (MM336) up for its first flight on Christmas Eve of 1937 at Lonate Pozzolo (Varese). Ambrogio Colombo took over the flight test programme for a short while when Burei was killed testing the twin-

Breda, was to be instrumental in turning the tables in favour of the new Castoldi design. Ing. Stefanutti modified the wings of the C.200 at the Ambrosini plant of Passignano sul Trasimeno with a variable profile wing. To do this without designing and building a completely new wing he resorted to strips of balsa glued to the existing wing surfaces which were then sanded to shape and covered with fabric. This aircraft became the test-bed and immediately proved to be a great improvement. The balsa laminations were gradually increased until the ideal wing profile had been established. On this was patterned a new wing which was to remain standard not only on the C.200 but also on the C.202 and, with slight modifications, on the C.205 as well.

The only attempt ever made during the C.200's life to increase its performance was with the appearance of the C.200'bis' (MM8191). The



A C.200 of the 165a Squadriglia of the 12° Gruppo is refuelled on a Sicilian airfield. The funnel has a fine mesh so that fuel is filtered before going into the fighter's tanks. The photograph was taken some time during the spring of 1941

projected as a ground attack aircraft as a guarantee against the failure of the Re.2002 which was then going through a problematic phase, and featured an additional pair of 7.7mm guns in the wings.

The C.201, too, turned out to be

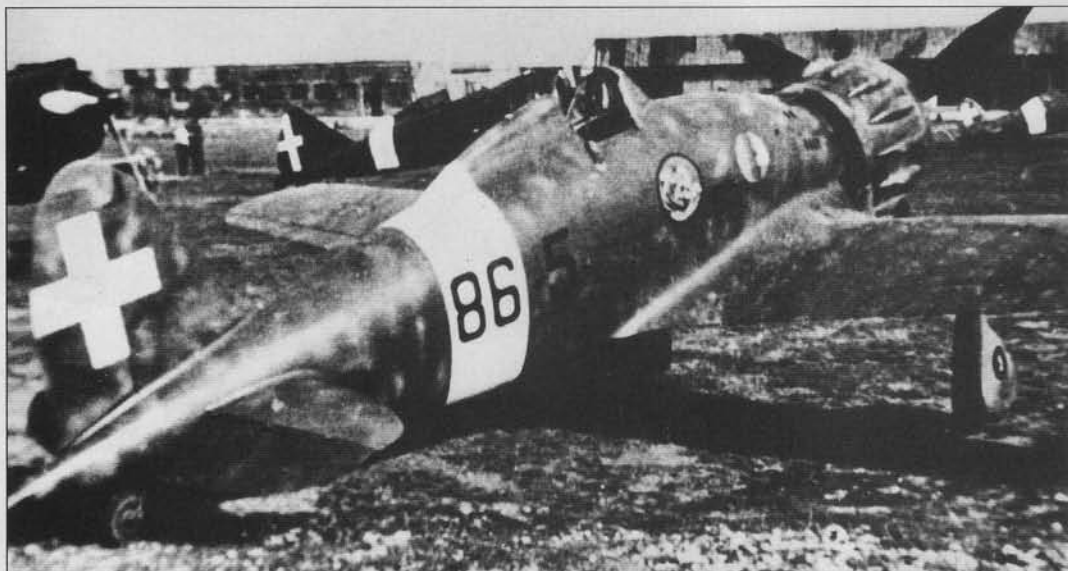
could not possibly justify re-tooling to the new type.

Into Service

When Italy declared war on June 10, 1940 Macchi had delivered 99 examples to the 'Regia Aeronautica'. These C.200s had been flying as best they could due to the wing deficiencies already mentioned. The all-round vision cockpit hood, although desirable from the aerodynamic angle, encountered great hostility from the crews which had been accustomed to the open cockpits of biplanes. To be fair, it had also been reported that the perspex moulding deteriorated rapidly and gave a very distorted image, especially aft of the pilot's shoulders. Moreover the sliding hood had the nasty habit of opening, or even departing at high speeds! And pilots insisted that in combat they might be required to leave the aircraft in a hurry — so the canopy was replaced with an open cockpit arrangement.

First deliveries of the C.200, now named 'Saetta', went to the 10° Gruppo of the 4° Stormo in the autumn of 1939. This unit soon passed its aircraft to the 6° Gruppo of the 1° Stormo in preference to the CR.42 biplane. At the outbreak of war the C.200 was operational with the 153° Gruppo at Vergiate, the 152° Gruppo at Airasca and the 6° Gruppo at Catania, in Sicily. The latter was the first unit to go into real action on the morning of June 11, 1940 opening the aerial fighting over Malta.

Missions against Malta continued, these consisting mainly of escort for the bombers while the more daring pilots tried their hand at some ground strafing. Aerial opposition in the form of the small band of Sea Gladiators (of 'Faith, Hope and Charity' fame) which at best could only put up a token resistance. The C.200 was to operate against the Island nearly throughout the war, participating in the great naval battles of 1941 and 1942 and performing reconnaissance missions with specially modified aircraft which had



A C.200 of the 86a Squadriglia. Note the tiger's badge and the individual aircraft number '5' repeated in white on a black circle on the wheel door

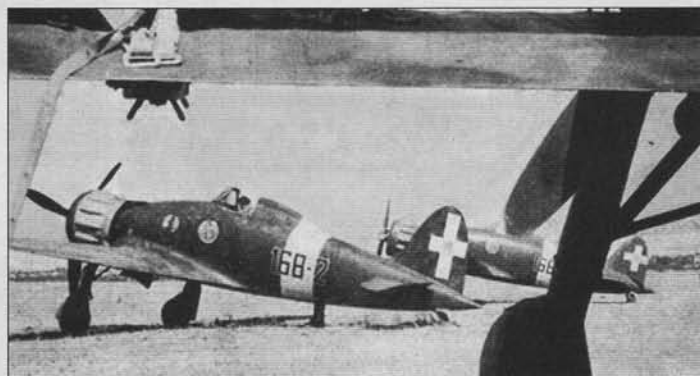
engined Macchi C.94. Spanish war veteran Adriano Mantelli was handed over the testing of the C.200 in June 1938; Mantelli had flown the Breda Ba.65 in Spain and had gained vast experience of air combat.

At first Castoldi was of the opinion that the vicious stalling characteristics of the C.200 were features encountered in all monoplanes. However he continued to follow NACA reports on the matter and studies by Willy Messerschmitt which were being analysed at the Guidonia Experimental Test Centre. It soon transpired that variable profile wings brought down to acceptable levels these stalling vices. This theory was more than vindicated with the appearance of the Reggiane Re.2000 and the Caproni F.5 which could benefit from such findings.

Ambrosini, who had been chosen to share production of the C.200 fighter together with Macchi and

development of this aircraft was assigned to Breda where a Piaggio P.XIX RC.45 of 1,175hp was fitted. It was flown for the first time by Luigi Acerbi on April 11, 1942 and transferred to Guidonia for evaluation on May 18, but no further development was considered. It was

just a one-off. Of finer lines, with a lowered fuselage profile and a normal Fiat A.74 engine, MM436 flew in August of 1940. An increase of some 160hp would have been available had the original A.74 been replaced, as planned, with an A.76; the marginal speed gain of just 7km/h



Macchi C.200s of the 16° Gruppo, of which 167, 168 and 169 Squadriglie formed part. A 168a Squadriglia machine is seen here beautifully framed under the wing of a CR.42

Macchi C.200
Saetta
 1:48
 Scale Plans

**Aer Macchi
 C.200 Saetta
 PORT PROFILE**

Early Series version
 with enclosed all-
 round vision
 cockpit hood

Spinner was an optional fit

Note retractable
 tailwheel

**Aer Macchi
 C.200 Saetta
 PORT PROFILE**

Major production
 variant with open
 cockpit and side flaps

For Cross-Sections see Sheet 2

A

B

C

D

E

F

G

**Aer Macchi
 C.200 Saetta
 STARBOARD
 PROFILE**

Note revised side flaps
 to cockpit

This view shows the aircraft
 in the full-loaded, parked
 position

Venturi tube this side only

Propellor blades painted
 black at rear

**Aer Macchi
 C.200 Saetta
 FRONT VIEW**

Propellor
 blades painted
 silver on front



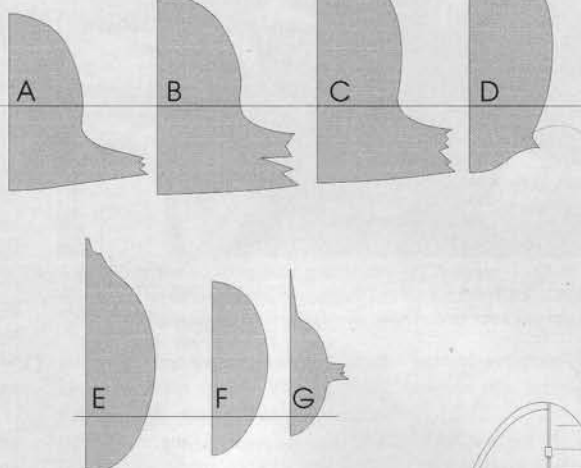
Loaded position
 Extended position

Pitot both sides

Aer Macchi
C.200 *Saetta*
UPPER PLAN

FUSELAGE CROSS-SECTIONS

SEE SHEET ONE FOR REFERENCES



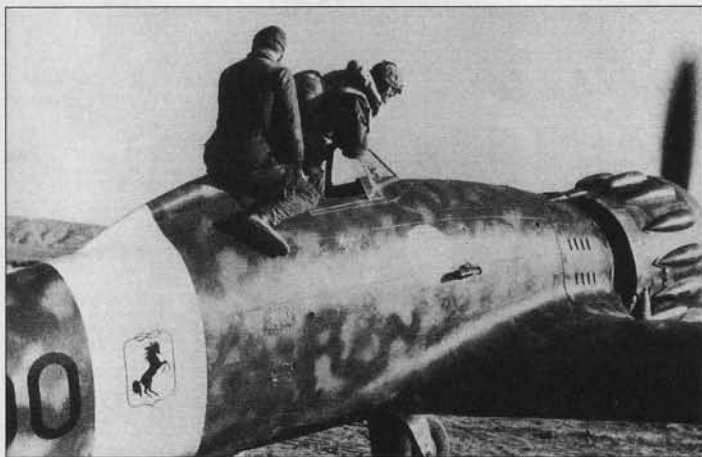
Cockpit Interior in Medium Grey

Green Navigation Light

Aer Macchi
C.200 *Saetta*
INVERTED PLAN

Red Navigation Light

Note engine mount visible
through open wheel-well
doors



By November of 1941, the Macchi C.200s of the 10° Gruppo, of which the 90a Squadriglia machine belonged, began operating from Trapani-Chinisia replacing the 1° Stormo

cameras fitted externally over the port wing.

To The Desert

First C.200s to appear in Libya arrived there in April of 1941 with the 143° Squadriglia which was followed by the 153° Gruppo in July. By the following March, four Gruppi were operational in this theatre and in the summer of 1942 aircraft from the 18° Gruppo of the 3° Stormo were fitted with underwing bomb racks. This was the time when fighter duties were being passed on to the newer C.202 and the old radial-engined 'Saetta' was converted for ground attack, earning the name of 'Bombe Alari' or 'Flying Bombs'.

These aircraft gave their full contribution during the fierce fighting at El Alamein and continued to support ground troops up to the tragic debacle at Tunisia in May 1943.

On Other Fronts

The twelve C.200s based at Brindisi in October 1940 for operations against Greece came from 372° Squadriglia. Due to the intensity of operations in this sector they were soon joined by about 30 C.200s from 370°, 373° and 374° Squadriglia over the following two months.

Sixty Macchi fighters went to Albania in the form of 22° and 150° Gruppi to alleviate the difficulties that the army was suffering in this theatre and were mainly used in the support rôle.

However, the saddest chapter in the history of the C.200 concerns the type's operations in Russia which started on June 22, 1941. By July, the 51 C.200s present there came from the 22° Gruppo. It was planned that this would be a short campaign, well over by autumn. However, by that time, the Italian forces were bogged down by the terrible freezing weather conditions after the fast initial advances. The aircraft was certainly not suited for this type of environment – ground crew had to work in the open at -30° while pilots

had to fly in open cockpits. Heated flying suits of German origin were provided but these proved to be either defective or ineffective. This did not deter the Italian pilots from scoring convincing results against Russian aircraft, whenever the weather permitted any flying. The 22° Gruppo also used the 'Saetta' in the ground attack rôle and by the time it was relieved by the 21° Gruppo in the spring of the following year it had scored 88 victories for the loss of 15. The 21° Gruppo did not have the chance to share its predecessor's successes as it was by then engaged in defending the retreat of the Italian and German ground forces along the 1000km won the previous summer.

The 'Bombe Alari' were also to see operational service against Allied shipping in the Mediterranean, especially naval targets which passed close to the southern shores of Italy and Sicily.

End of an Era

With the capitulation of September 8, 1943 came the end of an aircraft which marked the change-over between one era and another in piston-engined fighter design in Italy. 414 examples were still on the Regia Aeronautica inventory at that time, out of a total of 1,153 built since June of 1939. About 70 of the survivors were to be found within the flying schools and the Gruppi Complementari or second line units. The end was very near as the few C.200s who managed to escape the wrath of war were soon to be retired even from the schools once the conflict ended.

Survivors

One particular example managed to continue to fly for some years though painted in a flamboyant colour scheme of red and grey with spurious markings! This was MM8037 which was a Breda-built C.200 and which during the post-war period belonged to the Istituto Galileo Galilei up to 1968. It was then acquired by the Italian Air Force Museum at Vigna di

Valle where it remained for some years pending full restoration. This aircraft was found to be in excellent condition and could have been put back into flying condition, but due to the scarcity of C.200s available the move for a static display aircraft was, in my opinion, a wise one.

I have been fortunate enough to be present when the red and grey scheme was painstakingly removed to uncover previous paint schemes. Two finishes were found, the topmost in an all-green scheme, typical of late C.200s, and another underneath consisting of Nocciola Chiaro mottles on a Verde Oliva base. It has been repainted to represent a C.200 of the 22° Gruppo as operated on the Russian front.

But this is not the only surviving C.200. A second example – or rather extensive parts of one – were acquired as scrap from another aviation institute by Pierluigi Pozzi of Milan. The original code 92-4 was found on the fuselage, confirming its service with the 92° Squadriglia but no MM number could be traced. I believe that one wing was missing as was most of the forward fuselage.

A pair of C.200s were transferred to UK and other pair to USA after the war for evaluation. Although I know nothing about the fate of those that



Serg pilota Mariotti of the 86a Squadriglia (7° Gruppo, 54° Stormo) poses in the open cockpit of his C.200 at Comiso

had been taken to England, at least one of the US examples survives in complete and very good condition. This was a C.200 which had been captured in North Africa. In 1965 it was acquired by the Connecticut Historical Air Museum at Hebron from the Auto Museum of Princetown, Massachusetts.

Richard J. Caruana

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Having had a look at the fighters, fighter-bombers and trainers last month (See Vol 2 Iss 7 Pages 424-430), this month I will consider the Bomber and Photo-Reconnaissance types as well as looking at the Naval versions and target tugs.

I will begin however with a brief look at how I built all the conversions featured in this and last month's articles. Note that the part numbers (Part No.s) referred to in this section apply to the Airfix kit.

FB.VI (BOAC)

This is basically the standard Airfix kit with the addition of markings from the AeroMaster sheet (48-043). Because the BOAC operated machines were fitted out to carry someone in the bomb bay, there is very little by way of external modifications. Information on exactly how the bomb bay area was modified seems a little thin on the ground, so if you want to display your model with the doors open you will have to do additional research to satisfy your requirements in this area. I however opted for the easy route and left the bomb doors on my example firmly closed. Building up the Airfix kit is relatively simple as there are few areas which will cause a problem. The fit of the wings to the fuselage and the nacelles to the wings are a little poor however and I found the need for quite a lot of filler in both these areas. If you are going the whole hog you may as well fit some nice 'weighted' tyres complete with square tread courtesy of True Detail set 48017. At the



same time you may also wish to replace the canopy with a thinner vac-formed example. These can be obtained from both Squadron (9532) or in the Falcon 'Clear-Vax' set number 31. The BOAC machines required the additional range offered by the fitment of 50 gallon drop tanks and this is one area in which the Airfix kit has always failed. Why none were ever included with the kit, just as an option, I will never know but thankfully Paragon Designs have released a neat little set as product number 4877 (£2.25). After you have fitted all this and before you commence painting I would advise you to carefully fill the holes for the ventral 20mm cannons and remove the nose armament (Pt No 27) before filling the resultant holes in part number 28. In reality these would probably just have been covered with doped fabric and you may wish to replicate this with some red dots for roundel centres on the nose and by painting the appropriate areas on the ventral ports with Humbrol 70 (or similar).

My big mistake with the kit was the colour scheme. Initially the instructions said



Dark Earth and Dark Green over silver. However an errata sheet included separately does state that the correct scheme is Dark Green and Ocean Grey over silver - well mine represents the 'early' little known scheme and that's my excuse! Colours used on my example were good old Halford's acrylic Nissan Silver underneath with AeroMaster Dark Earth (9110) and Xtracolor Dark Green (X1) on top. The interior is Aircraft Green/Grey (Xtracolor X10) whilst the undercarriage bays and oleo legs were done in the Nissan silver. The wheel hubs were painted Oily Steel (X503) and the tyres are Tyre Black (X505) with a dry brush of a dark grey over the top. Once the decals were on, they proved no trouble with a bit of AERO Set and Sol solutions, the model was sprayed with Revell matt varnish and the exhaust stains were added (X504). Once everything is dry tyres can be added along with the tip lights and finally the aerial leads made from fine nylon thread.

FB.VI (Open gun bays)

Having the Airfix kit as a basis once again and having completed my painting and assembly of the cockpit area, I set about fitting the fuselage halves together. With the ventral 20mm cannon bay open you can dispense with kit part number 91. As the upper cover for the nose armament is also removed this will require a bit of surgery. The instructions with the conversion set are quite clear here and all you have to do is remove a section from both fuselage halves

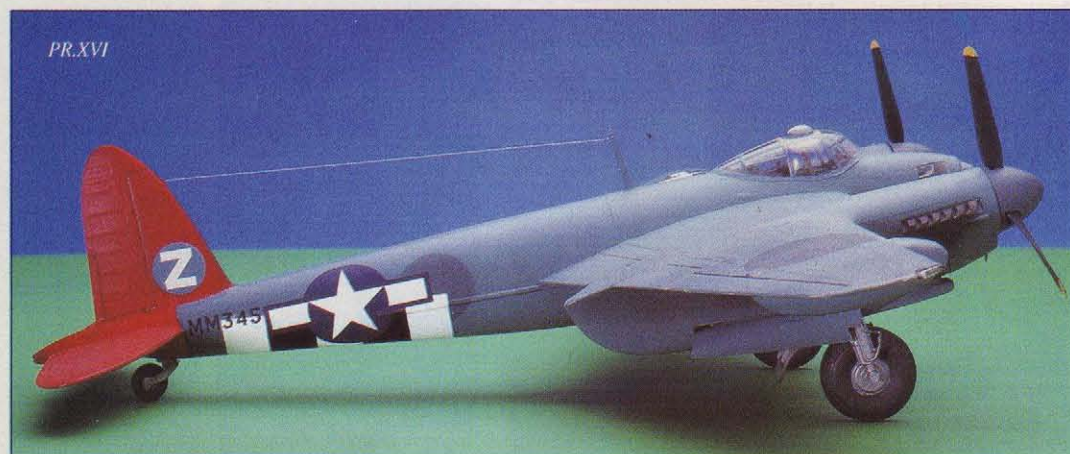
MOSQ

Part 2



(21 & 26) following the raised panel lines as guides. The new resin gun bay for the nose will require all the excess resin removing from the back and this is best done using wet'n'dry paper secured to a flat surface. Use a lot of water as this reduces the amount of harmful dust. Once the fit is alright you can superglue it in place. At this point you have to start thinking about the etched brass pieces, so they first of all have to be annealed. Hold the fret in tweezers over a flame, once it 'blushes' (the brass changes colour) plunge

the whole fret in cold water. This will make the brass very flexible and is a real bonus when it comes to making the cannon bay doors. Don't fit the extreme nose (Pt No. 28) until you have checked alignment of the resin machine gun barrels properly. This takes a little time, but it stops you getting to the final stage (when the guns are fitted) only to find nothing lines up! You may find the fitment of the ventral gun area a bit difficult and you may have to sand off various bits of the resin piece to get it to fit properly. Once this is done you could add the forward cover which is included with the set. However to really achieve this will require the removal of most of the detail forward of the front bulkhead (gun barrels etc). This seemed a bit of a shame to me so I decided to leave the entire area open. As I have already said if you have annealed the brass you will have little trouble making up the doors. These consist of an etched main



door with three etched ribs and two little resin ejector chutes. The chutes are fragile so be careful how you sand away the excess resin. Once it was all assembled however it looked really effective. The doors are not added at this time, as they will only get knocked off during painting. Just keep them to one side to paint and add later. The final items to be added before you assemble the rest of the kit parts are the addition of the ammo feed belts in the nose. These are etched brass and once again as long as you have annealed the brass first they will pose few problems. Test each belt and bend to fit before finally securing them in place. A new resin upper cover for the nose gun bay is included in the Paragon set and once this is carefully removed from the casting block it can be painted and put to one side.

port fuselage half (Pt No. 26) as the XV used a bomber style access hatch. Careful trimming is required on the upper decking of the fuselage just above the instrument panel. As the XV used a bomber style canopy (due to its pressurised cockpit) the conversion includes a neat little insert to overcome the problem. The entire nose also has to be removed, once again thankfully on



UITO!

by Richard Franks

I decided not to apply the kit decals to this model as I find Airfix decals a little thick and very matt. I already had the AeroMaster sheet out for the BOAC example and the 1672 Conversion Unit example in SEAC colours caught my eye. This machine is Dark Green and Ocean Grey over Medium Sea Grey with black spinners and props. I used AeroMaster Medium Sea Grey (9113) underneath with Dark Green (9111) and Xtracolor Ocean Grey (X6) on top. Each colour was applied with an airbrush starting with the under surface colour first and then working on the upper surface. This allows you to ensure you have enough of the lower surface painted for the rather unusual demarcation lines you will find are applicable to this particular paint scheme. Once the model had been sprayed with gloss varnish, and this had dried fully, the decals were applied using AERO Set solution initially with AERO Sol to soften each image and ensure it followed the surface contours of the model. Once all this was dried the model was sprayed with matt varnish overall.

The finishing stages consist of adding the wheels, aerial leads, propellers and exhausts before I finally fitted those etched doors to the ventral bay. The access hatch for the nose guns does not hinge, instead it comes off as a unit and in most pictures I have seen the armourers seems to rest it on the extreme nose.

The Nightfighter: XV

This is probably the most involved of any of the Paragon conversions so far. Once again I used the Airfix kit and this time removed the interior detail of the access hatch on the

fits to the starboard side of the instrument panel in the recess which usually just contains the armour plate bulkhead. As shown in last month's section (See Page 429) much of the equipment dislodged by the radar scope was relocated to the port side. This will have to be amended in the kit and most of the items needed will have to be scratch built.

The engines on the XV were two-stage and as a result they require different engine nacelles with two intakes. These are included as complete resin units in the Paragon set and all you have to do is measure 33mm back on each nacelle and cut it off. The new resin engine then goes in its place as well as a small extension on the upper section, due to the enlarged nature of these later engines. Four bladed propellers are also required and these come as a resin hub with metal blades. I carefully drilled a small hole in the end of each blade with a similar sized example in the appropriate position on the spinner. This allows you to 'pin' each blade in position with a short length of wire. Although this sounds long winded it makes for a far stronger overall component.

The biggest difference between this mark

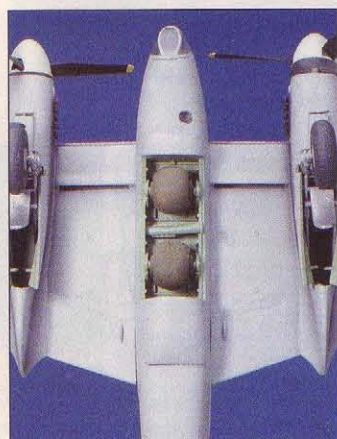


a panel line and then it is replaced with the new radome. Here you have to remove quite a bit of the excess resin from the back of the radome otherwise it will foul the instrument panel (Pt No. 19). The XV was a nightfighter and as a result it has a radar scope within the cockpit interior, which is operated by the navigator. This entire unit is supplied as a well cast little resin unit which

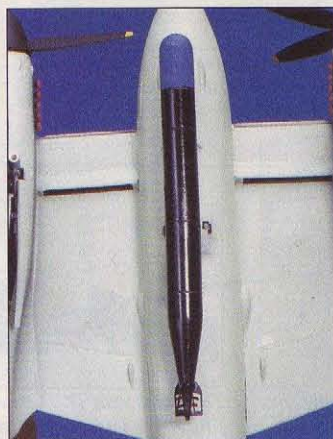
and all other Mosquitoes is the extended wing tips. These come as resin add-ons in this conversion and all you have to do is saw off the extreme tips of the wing outboard of the aileron hinge line and then add the new resin tips. The trailing edge of the ailerons will have to be re-profiled and this is done by splitting the joint at this point and cutting away a portion of the aileron. I then added a

feature the standard aerial mast (Pt No. 30), instead it had two dipole antenna either side of the centre line of the fuselage. The position of these is well shown in the Wingspan article mentioned earlier. A point that made itself clear once I had studied the article in Wingspan was that the XV had a reinforcing strip on the joint of the extended tip. This was a laminated wooden panel which was glued over the joint and which tapered from the leading to trailing edge of the wing. To do this in the kit I added a piece of 10thou plastic card over the joint, both above and below each wing and once secure I sanded the back of each down to the level of the kit part below.

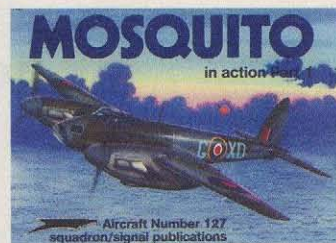
The whole question of the colour of the XV is quite interesting I have seen 'Sky' 'Deep Sky' and 'Sky Blue' listed in various sources and I therefore had a guess. Thinking that PR Blue is very 'deep' and considering the nature of the type and its intended use coupled with the fact that I cannot see a special paint being manufactured for such a limited type, I opted for a slightly darkened version of standard RAF PR Blue. Adding just one part black to



Bomb bay of the 'High-Ball'



Torpedo mounted below the TR.33



Squadron Signal's 'In Action' title on the Mosquito comes in two parts. This is the first (No 127) and it deals with the Bombers, PR, TT and Sea Mosquito variants. It holds a wealth of information

piece of thin plastic card and once this was dry I cut it to the correct profile. Later filler can be added and the whole assembly can be sanded smooth. The ventral gun pack can be cemented underneath once the ejector chutes etc for the 20mm cannons are filled. I left the barrels off until after painting.

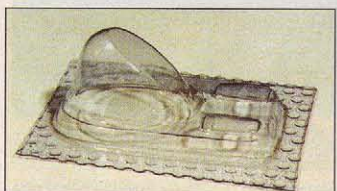
A point missed in the conversion is the air intake for coolant of the radar which is prominent on the starboard fuselage side below the centreline of the wing. I used an old air intake from a 1/72nd scale Fw 190D-9 kit and re-profiled it in accordance with the drawings in February 1991 edition of Wingspan magazine. The XV did not



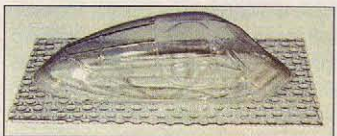
Where it all began. The graceful lines of the DH.88 Comet of the Shuttleworth Collection up where she belongs. The DH.98 Mosquito can trace its roots right back to this thoroughbred machine



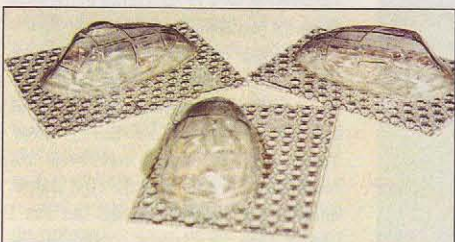
eight parts PR Blue I applied this mix overall. Detail painting is the same as the kit instructions with Interior Grey/Green for the cockpit and undercarriage bays and aluminium for the oleo legs, mud guards and wheel hubs. The tyres in the XV are far smaller diameter than any standard wheel and these come as resin units in the kit. I must say however that I feel the 'weighted' flat on the bottom of each tyre is a little overdone. The markings from the aircraft once again came from the Wingspan article and they represent DZ385, K-King of No 85 Sqn based at RAF Hunsdon, Herts in 1943. This machine carries the name 'Joan' on the port fuselage side just below the cockpit canopy in white. The code numbers came from a Modeldecalsheet whilst the white lettering that made up the name Joan and the letter K for the nose all came from a standard Blinks rub-down transfer sheet (available in most stationary shops). The type style was Helvetica. Roundels were a combination of the Airfix kit's and those from the AeroMaster FB.VI sheet and the tail flashes were also from the kit.



The vac-formed clear components of the bomber nose conversion set (4870). The small side windows are on the right of the piece, although all of my examples featured this area glazed with Humbrol 'Clear-Fix'



The clear-vision 'blister' version of canopy offered in the 'High-Ball' conversion (4876)

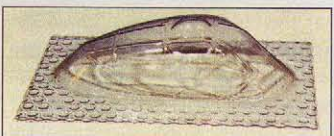


The selection of 1/72nd scale canopies for the Matchbox kit offered in 7229. The PR canopy is top left with two styles of bomber canopy top right and bottom middle

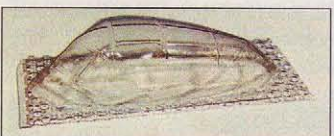
'High-Ball'

This had to be one of my favourite conversions in the Paragon series and it was therefore one of the first I actually got to the 'complete' (built less priming) stage.

As usual the Airfix kit was the basis but as the High-Ball version was based on the bomber airframe it was necessary to convert the Fighter-Bomber kit. This is achieved in the conversion with the inclusion of the bomber nose which is available separately (4870). Having removed the resin nose from the casting block I held it up against each fuselage half in turn and marked off the point at which the kit parts had to be cut. This is a better bet than just doing it by 'eye'. Now at this point it is worth noting that Paragon have made the same error with the bomber nose as is apparent in all kits of the type. The nose section by the transparent dome is cast as an oval, whereas the real aircraft is quite definitely round. The angle of the nose transparency makes this area look oval and as a result the nose of all kits so far look a little skinny. That little point aside, I found the joint of the resin nose to the kit fuselage a little difficult in both cases. The resin nose seemed a little narrower than the kit parts and as a result I used a combination of epoxy cement and clamps to



The PR canopy (4873) which is suitable to most late PR variants



The 'blown' style of side blister offered as an optional canopy type in the 'High-Ball' conversion set (4876)



The 1/72nd scale TR.33 conversion (7234) is based on the Airfix kit and it is therefore very similar to the 1/48th scale set. Note the wing fold detail supplied as etched brass



From any angle the Mosquito is beautiful. Note that the BAe T.III carries two whip aerials on the upper fuselage decking



Two classics together; the Mosquito T.III operated by BAe at Chester and the Blenheim (Bolingbroke) are seen here together at Duxford



BAe T.III on the apron at Duxford getting ready to enthral and excite another air show crowd

fix the assembly in place. This does result in a somewhat 'stressed' joint, but if you appreciate this and sand the area carefully you should have no problems. A portion (20mm) of the bomb bay area has to be removed from the kit and the ventral gun tray (Pt No. 91) can be dispensed with. As this is a bomber type you will also find that the instrument panel (Pt No. 19) needs to be modified. The armoured bulkhead is first removed and then a new bulkhead is added behind the rudder pedals. The new parts are resin and they also include the bomber style control yoke.

Getting back to the exterior the entire bomb bay area with the twin High-Balls is moulded as an insert and you should have little trouble in slotting it in position. Add glue along the edge once the piece is in position, otherwise you will get it everywhere. Aerodynamic fairings are

added to the front and rear of the new bomb bay area and these may require a little filler.

At this point you can do all that lovely filling and sanding we all enjoy (Not!) and once you are satisfied with the finish it is time to make your decision as to which canopy style you will use. Paragon admit that they are unsure of the exact kind fitted to the type and have therefore included both types; one with standard side-vision blisters and the other with the later style 'blown' panels. Once cut out and secured in position (with any filler required applied and sanded smooth) the masking can be applied and then an overall coat of primer was sprayed on. This will highlight any trouble spots, which can be dealt with before you apply the overall colour scheme. Here you will have to do some additional research as the High-Ball Mosquito is not widely publicised. I opted to go for one of the test aircraft which never left with the squadron for operational



The separate flaps (4840 & 7231) are useful in any variant



The 1/48th scale bulged camera bay (4875) is applicable to the PR.34 variant



This is the 1/72nd scale 'High-Ball' conversion. It is based on the Matchbox kit so it includes replacement engine nacelles (the kit has the two-stage type included)

deployment. This machine, coded DZ520/G, is finished in the usual Medium Sea Grey overall with a disruptive camouflage pattern of Dark Green on the upper surface. I used AeroMaster Medium Sea Grey (9113) overall with the Dark Green (X1) coming from the Xtracolor range. This is a personal choice as I find the AeroMaster paint far too fine for free-hand application of the camouflage, it results in an overall mist whilst the Xtracolor does not. As usual the interior, wheel wells and bomb bay area are all Interior Grey/Green (X10), the undercarriage legs are aluminium (Revell 99) and the tyres are Tyre Black (X505). The High-Balls seemed a bit of a problem so I went for a standard RAF bomb colour of a deep green (Bronze Green) with stencilling in yellow. The national insignia on the model came from the Airfix kit's decal sheet and the codes are good old Blinks rub-down transfers. No other codes were carried by the particular machine but if you wish to depict an operational version you will have to do some additional research.

As usual the model, once painted and decalced, was sprayed overall with matt varnish and once this was dry the masks were removed and the detail parts such as the wheels, high-balls, propellers and aerial leads could be added.

As a final point of interest, during the construction of this model I had a very interesting conversation with a gentleman who pointed out that he believed that the operational version of the type designed to carry this weapon was fitted with four bladed propellers and an arrestor hook! This makes sense as the type was sent from aircraft carriers to Australia and the modifications made to the Sea Mosquito would seem wholly appropriate to use on this machine. If this is true you had better ask Mr Paragon very nicely for some bits out of his TR.33 conversion set!

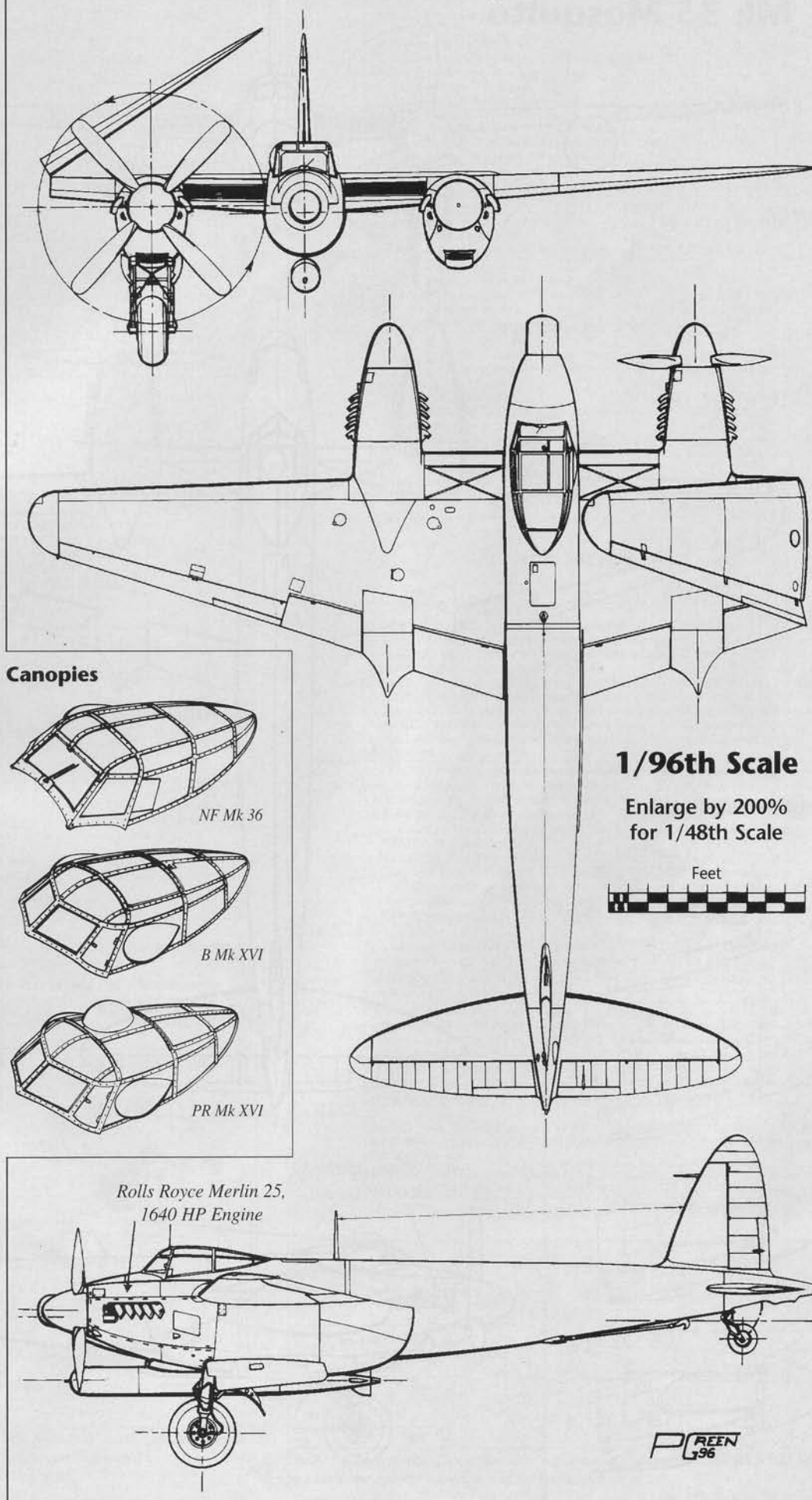
PR.XVI

Ever since I thought about this article I had the idea of a USAAF Photo-Reece version. The inclusion on the AeroMaster sheet (48082) of such a machine sealed the deal.

This is quite an involved conversion as it requires nearly all the major parts used so far. A bomber nose (4870) and two-stage Merlins (4842) are the major parts but you also need the PR canopy (4873) and 100 gallon drop tanks (4878). Conversion of the kit is similar to the work carried out on the nacelles of the XV and the nose of the High-Ball versions. The interior is of course the same as the bomber version and the only other thing you have to do is add the ventral camera ports. The Squadron/Signal 'In Action' title (No 127) is very helpful here as on page 21 there is a very clear diagram showing the position of all the ventral camera ports. Drill these out to a size you feel is appropriate and once all the painting etc is completed they can be glazed with Humbrol Clear-Fix. As I have already covered the work involved with the bomber nose and two-stage Merlin engine nacelles I will not retrace my steps in these areas.

The most complex area of this conversion believe it or not is the colour scheme.

de Havilland Sea Mosquito TR Mk 33



de Havilland B Mk 35 Mosquito

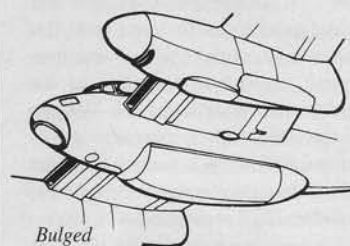
1/96th Scale

Enlarge by 200%
for 1/48th Scale

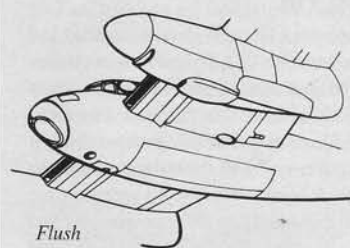
Feet



Bomb Bay Doors



Bulged

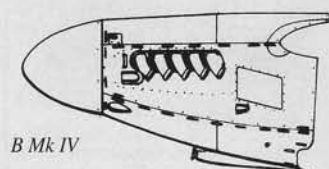


Flush

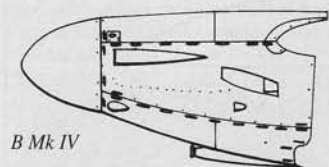
Rolls Royce Merlin 30,
1300 HP Engine

GREEN
1/96

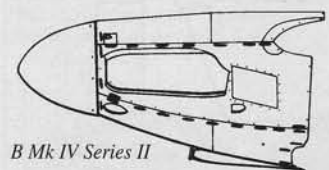
Engine Nacelles



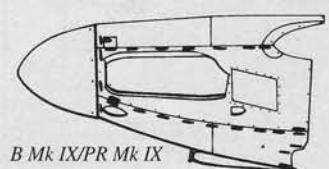
B Mk IV



B Mk IV



B Mk IV Series II



B Mk IX/PR Mk IX

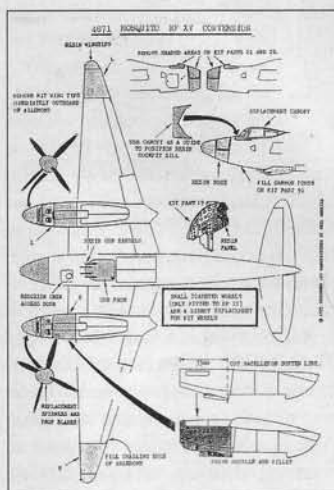
The Bombers

		1/72	1/48
Prototype	Basic kit	M	A
	Conversion set	P (7228)*	P (4868)*
	*N.B This conversion is due for release in 1996		
B.IV Series I	Basic kit.	M	A
	Prototype conversion set.	P (7228)*	P (4868)*
	Narrow 3-Blade propeller	M (in kit)	P (4869)
B.IV Series II	Basic kit.	M	A
	Bomber nose	M (in kit)	P (4870)
	Bomber canopy	P (7229)	-
	Shrouded exhaust	M (in kit)	A (in kit)
	Narrow 3-Blade propeller	A (in kit)	P (4869)
	Wheel = Plain Hub Tyre = Square Tread	P (7232)	TD (48017)
	50 Gallon drop tanks.	M (in kit)	P (4877)
B.V	Same as B.IV		
	Note: Only one built, W5047		
B.VII	Canadian version of B.IV with Packard-Merlin engines fitted. Serial KB300 - KB324 inc		
	Same as B.IV except;		
	Wheel hub = spoked Tyre = square tread		TD (48093)
B.IX	Basic kit.	M	A
	Bomber nose	M (in kit)	P (4870)
	Two-stage Merlin nacelles	M (in kit)	P (4842)
	Narrow 3-blade propellers	M (in kit)	P (4869)
	Universal carrier on wing could carry 500lb bombs	M	A (in kit)
	50 gallon drop tanks	M (in kit)	P (4877)
	100 gallon drop tanks	P (7227)*	P (4878)
B.XVI	Basic kit	M	A
	Bomber nose	M (in kit)	P (4870)
	Side-vision blisters to canopy	P (7229)	-
	Two-stage Merlin nacelles	M (in kit)	P (4842)
	Paddle 3-blade propellers	M (in kit)	A (in kit)
	Bulged bomb bay doors fitted	P (7235)	P (4874)
	Universal carrier on wing usually carried		
	100 gallon drop tanks	P (7227)*	P (4878)
	Note 1: Some B.XVI's were fitted with American built H2X radar scanners and this resulted in a rather bulbous nose. The contours of the nose are unlike the standard 'Bullnose' radome fairing and you would therefore have to build this from scratch. See Squadron Signal 'Mosquito In Action Pt.I' (1127) page 20.		
	Note 2: Some B.XVI's were converted to carry H2S radar in a ventral radome. This is similar to the type carried in RAF Lancasters so, if you have one in the spares box as example off the Tamiya Lancaster kit will do the job. See Squadron Signal book, page 24		
B.XX	Canadian built B.IV. Same except;		
	Unshrouded exhausts	-	A (in kit)
B.25	Canadian built B.XX. Same except;		
	Two-stage Merlin engines.	M (in kit)	A (4842)
	Paddle 3-blade propellers	M (in kit)	A (in kit)
	Universal wing with carrier. Usually carried		
	100 gallon drop tanks	P (7227)*	A (4878)
	Bomber canopy with side vision blisters	P (7229)	-
	Wheel hubs = Plain Tyres = Square tread	-	TD (48017)
B.35	Basically the same as the B.XVI except;		
	Bulged bomb bay a standard fit	P (7235)	P (4874)
	Aerial mast omitted from behind canopy.		Make from sprue in both scales
	Replaced by one or two whip antenna on fuselage spine		
	Three or four dipole antenna carried above and below each wing tip for 'Gee-H' bombing/ navigational aid		Make from sprue in both scales

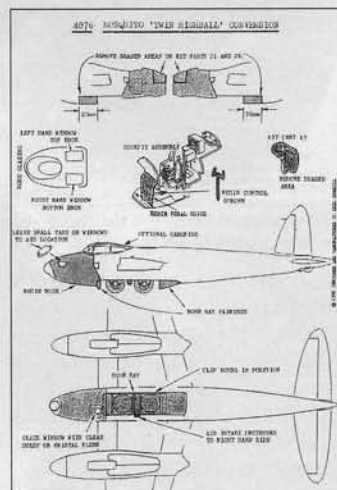
KEY

A = Airfix P = Paragon Designs TD = True Details M = Matchbox

NOTE: * = Due in 1996



The XV night fighter is probably the most involved conversion and this look at the instructions shows you why



The 'High-Ball' conversion and what it involves are illustrated by this look at the instructions

The Photo-Reconnaissance Variants

		1/72	1/48
PR.I	Basic kit.	M	A
	Prototype conversion for short nacelles etc	P (7228)*	P (4868)*
	Bomber nose	M (in kit)	P (Inc in 4868)
	Rescribe crew access hatch	-	-
	Drill camera ports in forward edge of bomb bay doors and three in under surface of rear fuselage.	-	-
	See Squadron Signal 'In Action' Page 7.	-	-
	Wheel hubs = Plain tyres = Square tread	-	TD (48017)
	Bomber canopy with side vision blisters	P (7229)	-
	Note: Pictures of the PR.I prototype (W4051) show what looks like a flare chute between the crew access hatch and bomb bay doors, off set to starboard		
PR.IV	Basically a B.IV except;		
	Two F.24 split vertical cameras installed in front of bomb bay (as per PR.I)		
PR.VII	Interim Photo-recce type. Basically a B.VIII with cameras in bomb bay.		
PR.IX	Basically a B.IX airframe for PR use.	See B.IX	See B.IX
	Same camera fit as the PR.IV.		
	100 gallon drop tanks carried on universal carriers	P (7227)*	P (4878)
PR.XVI	Same as B.XVI except;		
	Bulged bomb bay doors NOT fitted.	-	-
	F.24 or K.17 camera in front of bomb bay.	-	-
	Two F.52's in rear fuselage.	-	-
	PR canopy with navigator's blister in upper panel	Modify (drill) kit parts. P (7229)	P (4873)
PR.34	Same as PR.XVI except;		
	Bulged bomb bay with camera ports fitted	P (7236)	P (4875)
	Universal carrier on wing. Usually carried 200 gallon drop tanks	-	Not available in either scale yet
	100 gallon also carried	P (7227)*	P (4878)
	Aerial mast replaced by two whip antennas on fuselage spine	-	Make from sprue in both scales
	Some machines carried dipole mast off-set to starboard, just aft of the crew access door	-	Make from sprue in both scales
	Post-war PR.34's seen with DF loop in aerodynamic blister on upper fuselage, aft of standard aerial mast	-	-
	Mast	M (in kit)	A (in kit)
	DF Loop	Scrap box	Scrap box

Foreign Service

		1/72	1/48
USAAF	Operated the PR XVI as the F-8.		
	653rd BS, 802nd RG. Operated F-8's with American radio, instrumentation and radio altimeter. Entire tail unit painted red after an F-8 was shot down by a P-51 Mustang.		
	564th BS, 25th BG. Twelve F-8's modified with addition of American H2X radar in special nose radome fairing. See 'B.XVI'.		
	654th BS. Operated eleven F-8's as night reconnaissance aircraft. Bomb bay modified for fitment of M-46 photo-flash pyrotechnics and a K-19B night camera. Later versions carried one K-19B in the forward bomb bay and an additional one in the rear fuselage.		
	492nd BG. Modified four PR.XVI's modified to carry a radio operator in the bomb bay for contacting OSS agents operating in Europe. These machines were painted overall black.		
Australia	A modified FB.40 was converted to PR.41 configuration with the removal of the guns and the fitment of three reconnaissance cameras. Two of these were in the nose whilst the third was in the rear of the bomb bay. Additional fuel tanks were fitted to the bomb bay and the doors were permanently closed. This machine, coded A52-2 was operated by No.1 PRU during May 1944. At least twenty-four FB.40's were modified to PR configuration.		
	In March 1944 No.1 PRU, now renamed 87 (PR) Squadron, received PR.XVI's. The PR.41 differed from the PR.41 in so far as it had a solid nose. It carried a vertical camera under the solid nose, two vertical cameras in the rear fuselage and two oblique camera under the fuselage just aft of the wing trailing edge. Twenty-eight were built, coded A52-300 to A52-327 inc.		
Czechoslovakia	An undetermined number of FB.IV's were operated by No. 311 'Atlantic' Sqn immediately after the war. They were replaced by Il-10's in the 1950's.		
France	The PR.XVI, PR.23 and PR.34 were all operated by the French Air Force. All retained their RAF serials whilst in French service.		
Israel	The Israeli Defence Force operated the PR.XVI, one B.IX and the TR.33. The first were smuggled into the country and operated in the War of Independence in 1948/49. In the 1950's a number of ex-French A.F Mk XVI's were obtained and during the 1945-55 period at least fourteen ex-Royal Navy TR.33's were bought. The TR.33's had all their naval equipment removed and the wings were permanently locked. These aircraft saw action in the Suez Crisis of 1956 and were used in the ground attack role. During their operational life not one Mosquito was lost to enemy action.		
South Africa	The PR.XI and XVI were operated by No 60 Squadron, SAAF. They were based in Italy in the latter part of WWII. Fourteen of the PR.XVI's were used for aerial mapping work after the war.		
Russia	Some ex-RAF B.IV's were allocated to the Soviet Union. At least one (DK296) is known to have been delivered in mid-1944, but information on the others is uncertain.		



The Airfix kit in 1/48th scale comes with a nice amount of detail in the cockpit, as can be seen in the appropriate section of the instruction sheet

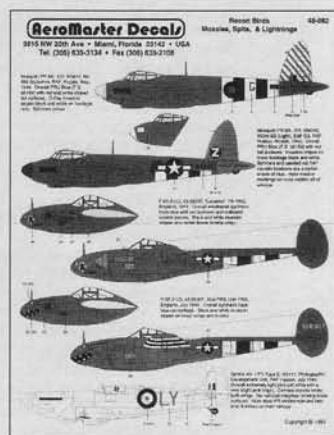
The 'Sea Mosquito' & Target Tugs

1/72 1/48

TT.35	Basically the B.35 converted by Brooklands Aviation for Target Tug duties. Same as B.35 except; Initial TT.35's had a ML Type G winch fitted in an aerodynamic pod under the fuselage, just aft of the access door. Note: This winch proved troublesome and most operational TT.35's did not carry it, they therefore had; Two ports in the rear of the bulged bomb bay doors for banner targets. Wire guards fitted around tailplane and rudder assemblies Central guide post between each banner door in bomb bay Small air intake on port side of fuselage just forward of cockpit Tubular guard fitted front of tail wheel	Scratchbuild in both scales Modify conversion parts Make from sprue in both scales Make from scratch Make from wire in both scales
	Colour Note: As with all RAF target tugs the TT.35 was painted aluminium dope on top with yellow and black diagonal stripes underneath. There was also a large yellow band on the rear fuselage, just forward of the tail. Later in their careers the type also carried five dayglo orange stripes outboard of the upper wing roundel and on the inboard flaps.	A
TT.39	At present it is not possible to make these from commercially available products. The vastly modified and glazed nose is a very complex conversion only for the experienced scratch builder. Until someone makes a conversion set this is one Mosquito type we cannot build!	
TR.33	Basically an FB.VI except: Unshrouded exhausts. Paragon conversion set including arrestor hook, four bladed props, 'Thimble' radome, wing fold detail and torpedo. Universal carrier on wing meant a depth charge or a 50 gallon drop tank could be carried Note: Prototype TR.33 (LR359 and LR307) did not carry the 'Thimble' radome. They just had a standard FB.VI nose with the guns deleted and faired over	A (in kit) P (7234) A (in kit) P (4872) Make from scratch A (in kit) P (4877)
TR.37	Same as TR.33 except: Fitted with ASV Mk.III radar, resulting in a much larger tapered radome. I would suggest using a 1/32nd scale drop tank from your scrap box as a basis and then fairing this in with filler and plasticard. Check your references though! Coolant air intake for radar under wing centre section as per the Mk.XV Dielectric panel and dipole on either side of nose	Make from scratch Make from sprue

Initially the model is sprayed RAF PR Blue (Xtracolor X8) overall. Once dry you will have to make some stencils up to create the painted-out RAF roundels. These are painted out in a darker shade of PR Blue and I made mine out of a special masking board, although you can use card or marking frisk. Use the Airfix kit decal dimensions to determine the size of the circle you need to cut in each mask and once done it is simply a case of holding them over the correct position on the model and spraying the darkened PR Blue. Whilst you still have the dark PR Blue in your airbrush do not forget that the spinners are also in this colour. The entire tail unit of the option on the AeroMaster sheet is red and this was masked and sprayed with AeroMaster Red (9005). Now the complex task of applying half invasion stripes to the bottom of the rear fuselage was undertaken. Determine the start and finish point of these markings by studying the decal sheet instructions and the model and once you have decided their size and position they can be masked off and sprayed on. I usually apply white overall first then mask off the bits to remain white and spray black. Interior colours are as per all the others in this article and once you have sprayed the model overall with gloss varnish and this has dried the decals can be applied. I had no trouble with any of the markings on the AeroMaster sheet and I must say that the end result was very good indeed.

With all the decals dry the model is toned down with an overall coat of matt varnish and once dry all the detail parts were added - Cooooorrrrrrr!



The decals that started the whole thing! AeroMaster sheet 48092 includes that lovely USAAF scheme for a PR.XVI of the 653rd BS (Light), 25th BG based at RAF Watton in 1944

Sea Mosquito TR.33

If you are making a collection of Mosquito's in quarter scale you cannot miss the TR.33 out. It is the only 'Naval' Mossie you can make as the TR.37 requires a scratchbuilt radome and the TT.39 would require a huge amount of scratch building. At the moment I am trying to persuade Mr Paragon to do a conversion for the only ugly Mosquito, so fingers crossed!

Once again the Airfix kit is the basis and this conversion uses the basic airframe, engines and all. All you have to do is leave off kit part number 28 and replace it with the 'Thimble' radome, fit new four bladed propellers and the torpedo under the fuselage. The conversion set does come

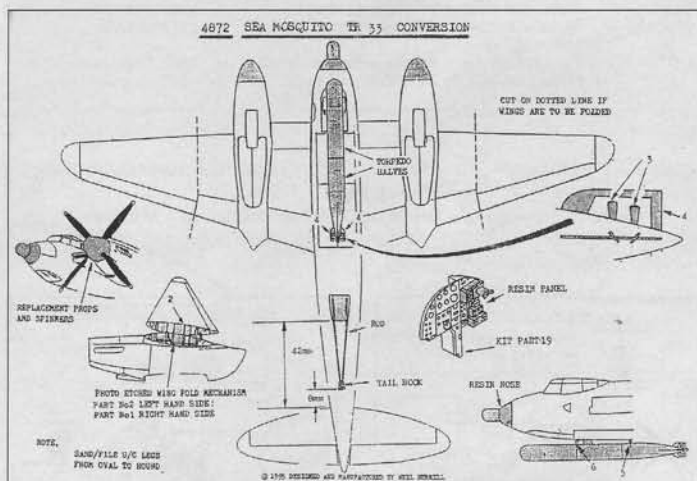
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Air International July 1976	Plastic Kits Revue 4/1991
Air International 1-3/1983	Scale Aviation Modeller Vol 2 Iss 7
Aircraft Illustrated September 1975	Scale Aviation Modeller Vol 2 Iss 8
Airfix Magazine Vol 2 No4 1990	Scale Aviation Modeller Vol 2 Iss 9
Airfix Magazine June 1967	Scale Aircraft Modelling 3/1986
Airfix Magazine July 1968	Scale Aircraft Modelling 3/1990
Airfix Magazine March & April 1973	Scale Models 9/1972
Airfix Magazine November 1973	Scale Models 1/1973
Airfix Magazine November 1976	Scale Models 8/1974
Aviation News 30 May - 12 June 1986	Scale Modeller August 1979
Historie a plastikové modelářství 6/1992	Wingspan February 1991
IPMS (USA) Quarterly 3/1975 (Vol 10)	Zlinek 1992



The instruction sheet from the Paragon TR.33 conversion gives some idea of the amount of work involved

complete with neat little wing fold detail in etched brass and it seemed a shame to make a Sea Mosquito without folding the wings up. Having made the model up 'from the box' with only the addition of the Radar scope in the cockpit area, I set about cutting up the wings before they are cemented to the fuselage. The instructions give you a good idea of where you should be cutting and if you get it all right you will only need to blank off the ends of the control surfaces with plasticard. I applied the etched ends to

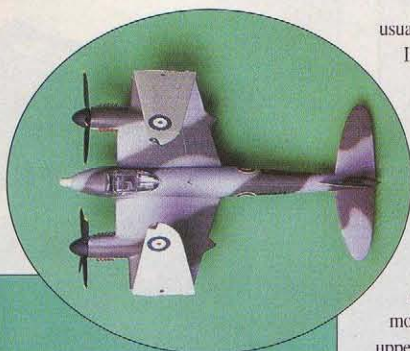
the main wings, leaving the outer panels off until after painting and decals were applied.

It is interesting to note that the prototype TR.33 (LR359) did not have the 'Thimble' radome, instead it featured a standard FB.VI nose with all the machine gun and cannon ports closed. This machine may make an interesting option as it was, I suspect, yellow underneath with either Extra Dark Sea Grey or Slate Grey and Dark Green on top. The option for my conversion however is a well known one and one which has been depicted

in many colour schemes over the years. TR.33 coded TW256 carried the code 593 on the rear fuselage and it was operated by No. 771 Sqn, at RNAS Lee-on-Solent in the early 1950's. Now I have seen this aircraft depicted in every scheme; Dark Green and Medium Sea Grey over Sky, Extra Dark Sea Grey over Sky and even Extra Dark Sea Grey and Green over Sky! Looking at



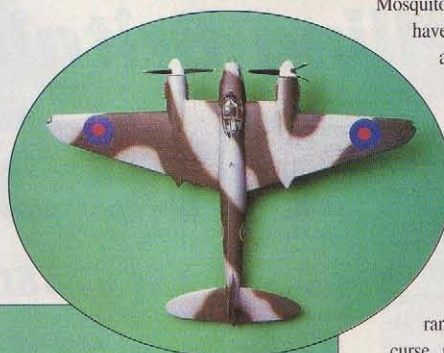
Sea Mosquito TR.33



pictures of the machine there is some contrast on the upper surface, but this may be wear. However initially I was going for the Extra Dark Sea Grey over Sky scheme but in the end I decided this looked 'boring' and therefore opted for the dubious Dark Green and Medium Sea Grey over Sky scheme. The propellers are black and the extreme tip of the radome is Sky. The torpedo included is a little gem and I decided to paint mine with a gloss black rear body and a dark blue nose. The colours used were from the AeroMaster and Xtracolor ranges with Sky (9114) underneath and Medium Sea Grey (9113) with a camouflage pattern of Dark Green (X1) on top. Decals for this particular aircraft posed a bit of a problem as the style and size of the lettering etc was difficult to obtain. In the end I used Blick rub-down transfers for the serial number and Luftwaffe code numbers from the new Propagteam sheet to do '593' on the fuselage. The wing codes proved too elusive for me and so I have omitted them. In the future I may come across suitably sized codes and add them. The 'Royal Navy' legend above the serial came from the old Almarks sheet and the 'LP' on the tail above the fin flash was good old Blinks transfers again. All of the roundels came off Modeldecals sheets and the fin flashes are modified versions of the Airfix kit examples. Once I had finished I noted that the machine did not carry the

usual A style roundels on the upper wings. Instead the later C type were carried, oh well you can't get it all right!

Once all the paint and decals were applied and dry the model was toned down with a coat of matt varnish. Once this was dry the detail parts were added and these included the folded outer wing panels. These had been pre-painted and decalced along with the rest of the model and I now drilled small holes in the upper surface of the wing and the outer panel. Into these was secured a piece of plastic rod. When the outer panel is glued to the etched fold detail the panel can be bent down to a point where it can pick up this plastic rod. Secure the rod into the outer panel and once it is all dry the rod



"High Ball"



can be painted red. Now you have a TR.33 without wobbly outer wings!

Conclusion

Well, it's been nearly six months since I started this article and I can say that once the models were completed I never wanted to see another Mosquito kit again!

As I have compiled and written this article however my old love for the type has returned and I am now planning the next series! Yes, I intend to make an NF.30, NF.36 in Belgium markings, a TR.37, the prototype and an NF.II. Once they are completed I may consider a few oddities including the H2S equipped B.XVI and an Israeli B.IX.

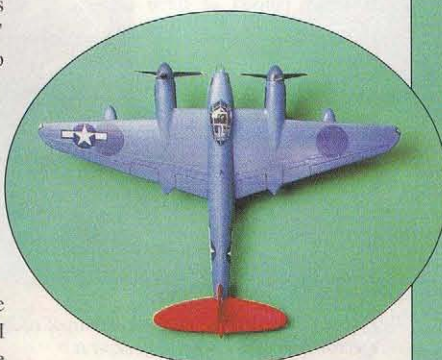
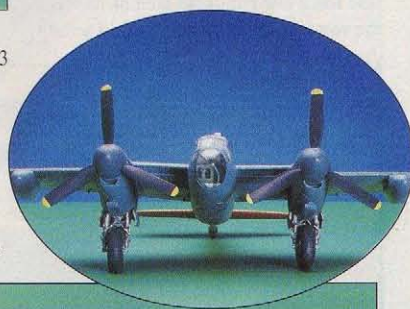
I am pleased with my collection of Mosquitoes so far and they caused quite a lot of interest when on display at the Southern Expo this year. At present I do not have space to display them, so they have to stay safe in their special carrying crate. However I promise myself that I will get some bigger display cases before long..... one day!

I hope that you have enjoyed my mad flurry into making a collection of Mosquitoes. I appreciate that many will not have the room for a 1/48th scale set, but all of the conversions are also available in 1/72nd scale. My thanks must, once again, go to Trevor Snowden of Airfix for supplying the kits and to Neil Burkill of Paragon Designs for letting me have all the conversion sets and Pocketbond for the items from the True Detail and Squadron ranges. I should also thank, or is it curse, Gaston Bernal of AeroMaster for producing his excellent two sheets containing Mosquito markings, as it was that USAAF PR.XVI that started all this!

Next month I will conclude this article with a look at all the currently available kits, their problems and how to solve them. I will also include a good selection of photographs of the real things and anything else that I feel may be of interest to fellow modellers who appreciate the 'Wooden Wonder' as I do.

Now, what other types have I got a liking for.....

Richard Franks



PR.XVI

Since the English Electric/BAC Lightning's withdrawal from RAF service in 1988, the Sea Harrier has been Britain's ONLY single seater fighter, a fact that will only change when the Eurofighter 2000 enters service. It is also destined to be the last of a very long line, namely Britain's totally indigenous war plane (apart from maybe the Hawk T1a "Fighter") The Harrier "Family" is celebrating its 30th birthday this year, with the Sea Harrier being in service (somewhat disturbingly as it seems like only yesterday when it first flew) some 17 years. Without a doubt its 'finest hour' was during the Falklands War in 1982, and the upgraded FA.2 (Please someone tell me why the MoD/FAA



Modelling Britain's Last Fighter(!) The Sea Harrier

in 1/48th Scale

by Bill Clark

dropped the FRS tag) has of course more recently, proved its worth whilst operating in the Adriatic on operations over former Yugoslavia.

Models of the Harrier family have been well depicted, both in quality and quantity, in 1/72nd scale, unfortunately this cannot be said for 1/48th scale. Monogram and Tamiya produced models of the AV-8A/GR.1 in the mid-70's. These were joined by examples from Airfix (a Harrier GR.3 and a Sea Harrier FRS.1) issued in the wake of The Falklands War. At about the same time, Tamiya re-tooled their GR.1 into a Sea Harrier FRS.1. These kits, while being generally accurate in outline, were (and are) no match on the quality of their smaller counterparts, or indeed for the latest 'State of the Art' models of the Far East.

Tamiya's Harrier GR.1 kit, when introduced some 20 years ago, was described then as 'State of the Art'. It also had a few gimmicks built in, as was the vogue. The underwing stores, I seem

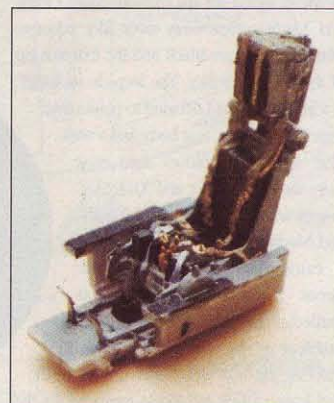
to remember, were produced so that they could either be displayed on or off, hence the massive underwing slots. Likewise the ejector seat was no more than a lump of plastic designed to place a pilot upon. Nowadays it is rare to find a pilot in a kit, let alone anyone that actually models them, detailed seats and cockpits are now "In". The kit's metamorphosis from a GR.1 into a Sea Harrier retained some of these dubious features and some inaccuracies that required correction or replacement, with items from the cottage industries, to bring the model up to modern standards and to be comparable to the quality we discerning (?) modellers expect.

I was fortunate in that I purchased

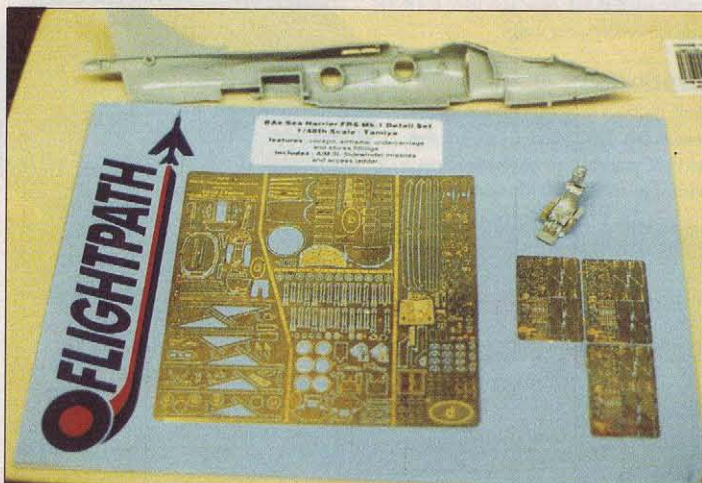
Tamiya's Sea Harrier kit for a ridiculously cheap price (Thanks Andy) at my local model club (The Medway Modelling Club - there I said I'd give them a mention). The saving I made meant the purchase of Flightpath's detail set was that more affordable. Aeroclub's ejector seat was also purchased as suggested by Flightpath to replace the kit item ("Beyond redemption"-Flightpath). I dare say that Airfix's kit could be used with certain modifications although Flightpath do state that the brass is designed for Tamiya's kit. I had considered using Maintrack's conversion parts for the FA.2 to further upgrade, but decided that a model of the FRS.1 was more reflective of the aircraft's service career. (I am actually waiting for the modelling equivalent of the Good Fairy to manufacture a Sea Harrier FA.2 in 1/48th scale - I'll then be able to write an article on how to convert to an FRS.1)

Flightpath's conversion set is impressive to say the least. The cost at first sight is not particularly cheap, retailing at around £17, however it does basically consist of three sets in 1,

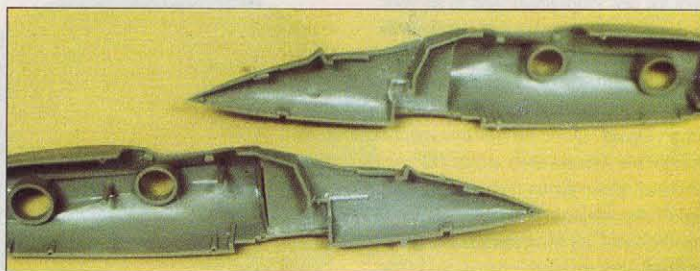
namely a crew access ladder (Minus any rungs incidentally!), four white metal AIM-9L Sidewinders plus adaptor pylons and enough brass for the airframe (and to secure it to the deck) to keep Superglue manufacturers in business until the millennium!! Many of these parts require laminating, mainly to allow etched detail to appear on each side. Generally speaking I decided not to laminate most items opting instead to use most parts singularly, due mainly to the size of them.



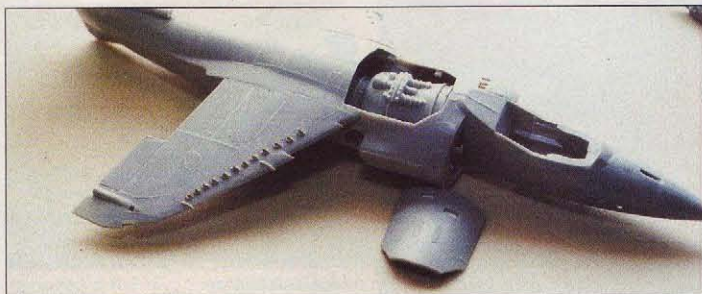
The completed seat/cockpit tub.



Flightpath's brass sheet(s), with Tamiya's port fuselage half. The main brass sheet is laid out as follows: from top left hand corner going in a clockwise direction; cockpit details, FOD covers, auxiliary intake doors and rear nozzle deflector plate; airframe parts including under fuselage strakes and air brake; "Diorama" part-including wheel chocks- not used on my model (yet!); crew access ladder. The three small brass sheets contain etchings for the remaining 3 AIM-9Ls- one has already been completed. Above this is Aeroclub's seat with brass consoles added



Fuselage halves showing the removal of bulk-heads to accommodate the larger ejector seat and modified cockpit tub



Fuselage with wings attached. Note the Pegasus engine. The starboard wing has had the brass vortex generators added. The engine access panel has also been modified



Engine access panel, air intakes (with auxiliary intake doors removed), seat and cockpit coaming added. Apparent is the over tapered air intake

Construction

Due to the amount of parts to contend with, references to them are as follows: Tamiya's kit parts - plastic or kit; Flightpath's detail set - brass or white metal. My description below does not necessarily follow the exact route I took in making my model. The vortex generators for example were added with a few days' gap in between mainly to give me a chance to get my eyes tested and for the Superglue to harden on my fingers sufficiently for me to peel it off.

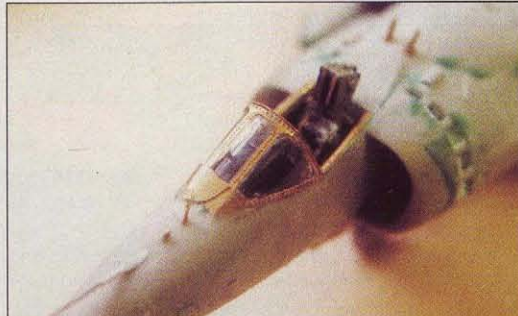
Flightpath's instructions and some of the diagrams, it must be said, are a little vague in places, so it is imperative that they are read and that parts are dry fitted prior to committing Superglue to brass. There were a couple of bits of brass that I just couldn't fathom out how to fit (the auxiliary inlet doors for example) so I had to admit defeat and leave them off. They were substituted by plastic card.

Stage One - Cockpit

Aeroclub's ejector seat is, rightly so, wider and taller, than the piece it replaces. Therefore some surgery is required on the kit's cockpit tub and wheel wells. The side panels and consoles were removed from the cockpit tub by carefully scribing along the join line and snapping off. Aeroclub's two piece ejector seat was constructed and Superglued onto the floor with the side consoles being re-fitted. Small strips of square sectioned plastic rod were used to bridge the resultant gaps between the sides of the floor and the side consoles. Brass instrument panels were then Superglued to the plastic side consoles, along



Upper view showing the amount of Green Stuff required to hide the resultant gaps and to fair in the brass wind screen frames



Brass windscreen overlays added

with brass rudder pedals. A coat of Medium Sea Grey was applied, allowed to dry overnight and detailed painting of the seat (basically Medium Sea Grey with Dark Green cushions) followed the addition of the plastic control column. Seat straps and harnesses were added, from buff coloured manila paper from an envelope, with buckles from a Reheat set.

As Aeroclub's seat is taller the whole cockpit assembly needed to be placed lower in the fuselage. I removed the front of the kit's wheel bay to accommodate this. Additional detailing was added to the side walls from plastic rod and the whole area was given a coat of Medium Sea Grey with instruments etc. picked out in Black. This was followed by a dry brushing of white, to highlight the dials.

Stage Two - Fuselage

The kit's Pegasus engine was built as per instructions (minus the moving-working parts) and added to one of the fuselage halves. I had no intention of portraying the model with the access panel off, but the engine fitting was necessary to give the exhausts

something to sit on. Likewise no attempt was made to portray the compressor blades at the front of the engine as brass FOD blanks would be fitted later. The fuselage halves were then joined and left overnight for the cement to harden. At this stage the engine intakes were dealt with. The top five auxiliary intake doors were opened



Tamiya's port wing depicting Tamiya's "Quarter scale house bricks" for vortex generators



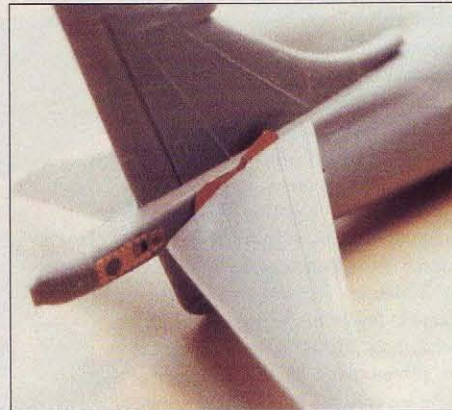
Under view showing the brass "Doppler panel" with more Green Stuff. The airbrake well has been reduced in size and cannons added, just visible are the small holes in the cannon pods. Note also the massive slots for the underwing stores



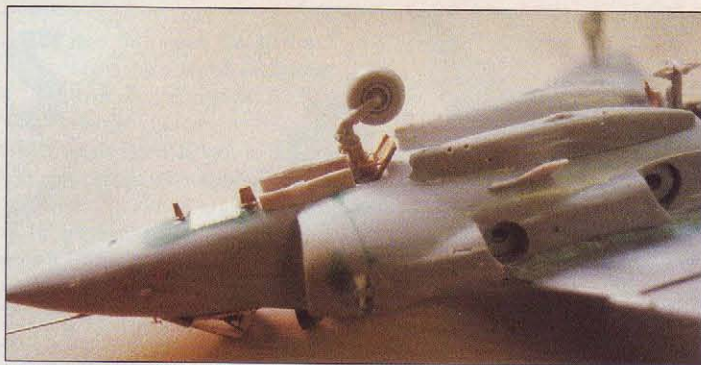
Tailplane "Scuff-Plates" added...



...Tailplanes added. Note the small oval recess in this and the previous shot



Another view of the tailplanes. The inboard flaps have been removed at this stage



Undercarriage added with brass details, note Aden cannon pods modified



Upper view. Note the altered intakes, with plastic card replacement doors. All the wing's Vortex generators have now been added

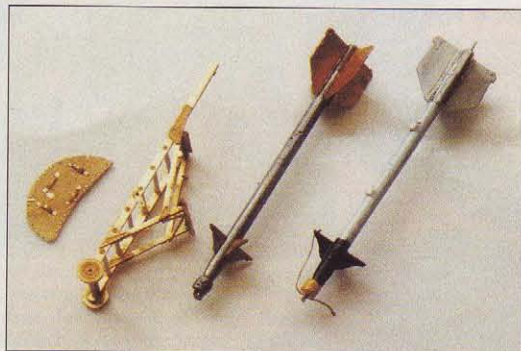


Windscreen following an undercoat of extra dark Sea Grey

on each side by a razor saw and a sharp scalpel and the intakes joined to the fuselage. The substitute plastic card intake doors were added later. It was at this stage that I noticed that the outside contours of the intakes tapered too much at the front. After much thought on how to rectify this problem I decided to use Milliput to give the items the correct exterior shape, and when dry, file out the interior. The inaccurate inside slopes of the intakes were hidden by the later addition of the brass FOD covers. The completed cockpit/seat assembly was then lowered into the fuselage and cemented onto a pre-glued plastic card base. The plastic cockpit coaming was added, omitting the brass instrument panel (which is now posing in the front office of a Harrier T.8, but that's another story) in favour of the item on the kit's decal sheet. The brass item is meant to be placed over the decal. However there are only two or three holes for the dials to show through, which would hide most of the decal and require

further painting. The brass HUD assembly was added and the whole coaming was painted semi-gloss black (Humbrol 85). The HUD lens was added from clear plastic sheet and fixed in place with Kristal Kleer.

Another inaccuracy inherited from its previous existence is the large GR.1 air brake, the Sea Harrier's having a much smaller area. The kit's air brake well was reduced in size by fixing a section of plastic card, slightly larger than the air brakes rear wall, approximately 1cm ahead of the rear kit wall and filling the gap with Milliput. When dry the area was sanded down, the air brake was also reduced in size by the same amount and the modified brass overlay (7 in all) were Superglued onto the inside face of the air brake. The resultant effect is quite impressive, it's just a shame that this area is largely unnoticeable on the finished model.



FOD cover, crew access ladder and two 'winders'. the one on the right has been given an undercoat



Side view showing forward nozzle with added brass vanes

Stage Three - Wings and Tailplanes

The kit's wings feature "Quarter scale house bricks" to portray the vortex generators. These were removed with a sharp scalpel blade in preparation for the brass replacement parts, all 24 of them, each requiring folding (by pressing firmly with a steel rule along the fold line, and prising up with the tip of my scalpel blade). These were attached using Superglue applied with a small piece of wire. I had my doubts initially about this means of portraying the little so and sos, but after fitting and painting the end result looked quite impressive. It was certainly no more difficult than manufacturing the same items from Plastic card (Harrier T.8 again). Other modifications on the wings included removing the plastic wing-fences, to be replaced by thinner plastic card items later and slots in the wing tips to take navigation lights.

Existing raised panel lines were used as guides to rescribe using my steel rule and sharp scalpel blade. The

inboard flaps were removed, these would be replaced later in a lowered position, more representative of a parked Harrier, and square holes were opened to represent the Reactive Control Valves (RCV) or "Puffer" stabilising jet exhausts on the top front end of the out rider fairings.

Flightpath's tailplane scuff plates were added to the tailplanes and the locating tabs modified so that they didn't move, as Tamiya intended, another inherited 'gimmick', and Superglued in place. Small oval recesses were drilled into the fuselage and backed with plastic card earlier to avoid see through, at the point where the fully deployed tailplanes would meet the fuselage.

Stage Four - Smaller Details

Additional detailing brass plates were added to the tail boom. The engine access panel is another area designed to be removable to display the completed Pegasus engine. Mine would be fixed to the fuselage, so I opened up the two



Lower view of the almost completed model.



View of starboard 'winder' and pylon. note the original red/white and blue roundel - unique to ZA193 in this colour scheme, and the slots to accommodate the pylons

upper exhaust blocks, and then backed with plastic card. These were later painted black and would have been given a mesh covering if I could have remembered where I had some safely stored (somewhat surprisingly these are not supplied as part of Flightpath's set) to give the grilled effect. Green Stuff filler was then applied to fill the gaps on the access panel plus any gaps that appeared at the wing roots and fuselage halves. The brass Doppler panel was added below the cockpit. This required a fair amount of Green Stuff to blend it in with the surrounding plastic as the item sits proud of the fuselage. This is an area that I think, if I was completing the model again, would be left for the kit's decal to represent (Two guesses where this decal is).

With the fuselage more or less intact, attention turned to the canopy area. Following the addition of the clear plastic front canopy and the removal of the moulded plastic framing in front of this (something the instructions omit to tell, though it should be fairly obvious!) the brass canopy frames were added. These include a one piece main frame, a windscreen wiper assembly and the relevant fairing. The fairing required a bit of bashing to get it into place and a fair amount of filler to blend into the fuselage. The finished effect was worth the effort although the etched rivet holes seemed a little too heavily portrayed at first. The main canopy was dealt with in a similar fashion with brass side frames etc., it was here that I had further trouble with the instructions. The drawings are not too clear on where brass parts (13 & 14; canopy runner rails I think) are supposed to go. I eventually stuck these to the fuselage walls rather than the underside of the canopy framing as I believe the instructions suggest. The brass top frame was added but later removed as I found it nearly impossible to get a snug fit on such a complicated curve. The residual Superglue was carefully sanded off, and gently polished at a later stage with Duraglit, this would be hidden by the paint anyway. This did however mean that the front brass frame, incorporating the pilot's rear view mirror, was now flush with the top of the clear canopy.

Stage Five - Cannons and Aerials etc.

The kit's Aden gun pods are very basic,



Crew access ladder with FOD cover fitted

something that seems to be general to all Harrier kits in this scale. Plastic rod was used to detail the cannon muzzles, with holes drilled to portray the exhaust vents, and added to the fuselage. "Fibreglass" FOD caps were manufactured from a small blob of Milliput and the brass exhaust vents at the rear were added.

The kit's pitot tube was replaced by a sewing needle approximately 4cm in length with the eye section removed. This was Superglued into a piece of heat stretched plastic tube which was in turn Superglued onto the previously filled (with Milliput) kit slots. A small triangular wedge of thin plastic card was placed in between the new pitot tube fairing and the nose.

The whole model was sanded down with wet'n'dry, and I embarked on the next stage, the aerial fit. Each aerial is depicted as a three part brass item namely the two halves, left and right, with a base. I found there was no need to actually use both halves (I actually chickened out) although this meant that the etched detail only appeared on one side, a little judicial painting at a later stage would sort that one out.

Stage Six - Undercarriage

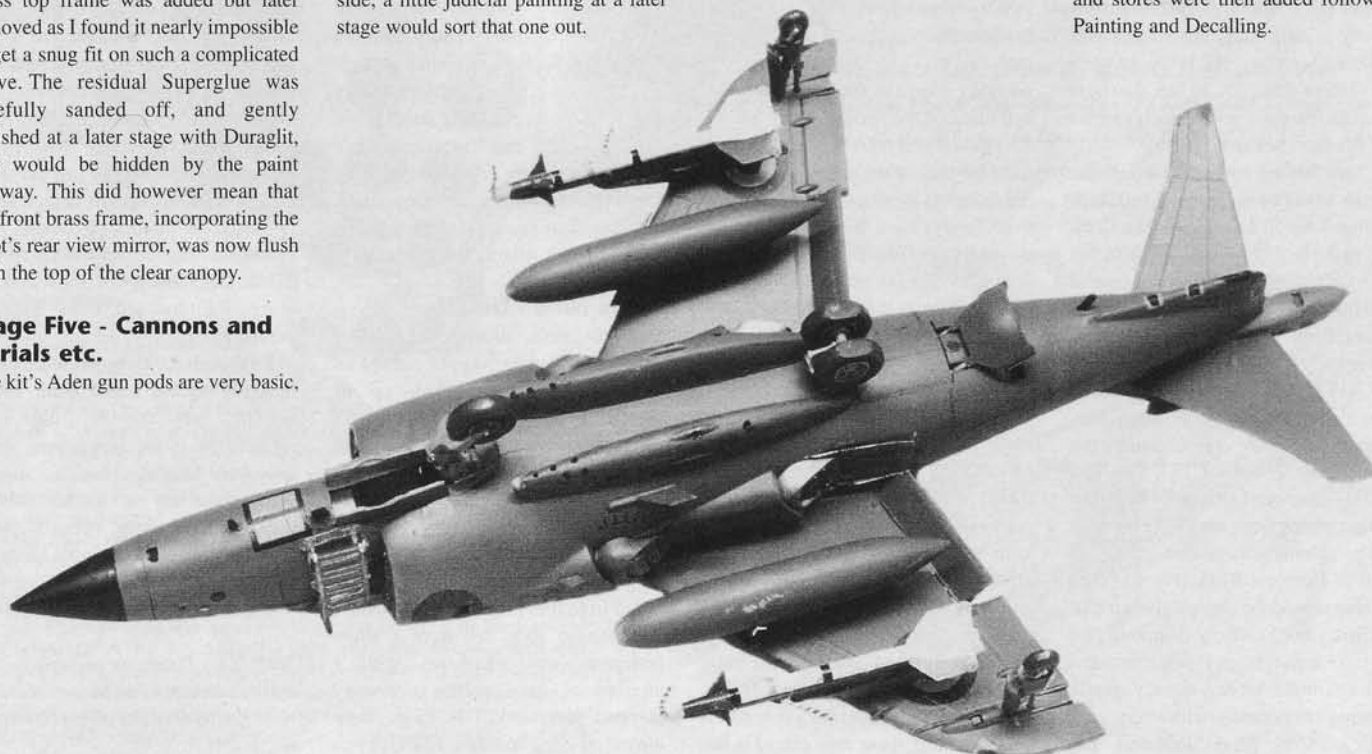
The kit's undercarriage units are fairly well represented, however the front main leg needs reducing in height to avoid a very prominent nose up attitude. Flats were filed on the wheel and the brass brake pipes and detailing were Superglued to the plastic leg. Further enhancement is provided by brass wheel rims, however I couldn't manage to get these to fit, so they were left off. The nose wheel's small rear door is made up from a lamination of two brass main parts, which require folding and bending, plus the addition of actuating rods. This was added along with the kit's two side doors, being portrayed in the open position. The main wheel/leg has a one piece brass overlay for the smaller of the three doors, which was added with the kit's two main doors being applied in the closed position. Outrider legs have brass tie down lugs, one of these has currently been fitted, the other will be if I can find it before the Hoover does.

Stage Seven - Underwing Stores & Jet Nozzles

The kit's drop tanks looked too oval in cross section when the two halves (top and bottom) were joined together. I had to resort to separating the two halves and sanding down each half on a sheet of wet'n'dry paper. Some Green Stuff filler hid the resultant gaps. The pylons were detailed by scribing in panel lines, with small slots cut from the lower fairings. The brass sway braces are meant to be laminated, I just didn't bother as they were too small to be considered, so these were left off, with no detriment to the finished items.

Flightpath provide four AIM-9L sidewinders, these feature white metal bodies, with brass fins, again requiring lamination of two halves each. The forward fins were not too bad as they just require the relevant part to be folded, however as the rear fins are separate etchings, I opted to tack them together with a small spot of PVA glue, and run Superglue into the gaps. The small holes in the white metal bodies were opened up to allow the spigots on the brass fins. Small brass plates, with holes already etched into them, were then Superglued to the rear of the 'winders. The pre-formed fins simply slot into the white metal through the plates. FOD/Remove Before Flight (RBF) covers are also included again in white metal, with a small brass ring to accommodate the etched RBF tag.

My Sea Harrier was only going to feature two 'winders, one on each pylon, so I therefore attached each completed painted 'winder on to the two part pre-painted plastic missile pylon. Due to the weight of each 'winder I used Araldite for this job, not my favourite adhesive, but I thought Superglue would just not have been strong enough in this instance. The pre-painted and decalled underwing pylons and stores were then added following Painting and Decalling.



The kit's jet nozzles are VERY poor. The shape of all four are very basic, again this seems to be a general fact of life on 1/48th Harriers, Airfix included. Flightpath do provide brass overlays for the vanes, so these were fitted, but not until after a lot of surgery was performed on the kit parts. I suppose one redeeming factor is that after they are painted (the front two matching the upper camouflage colour, with the rear pair in Natural Metal), and stuck in place they are again largely unnoticeable. The rear exhaust plates are provided in brass, and these were simply folded and Superglued, not over the kit parts as suggested, but directly onto the model.

Stage Eight - Painting and Decalling

Prior to the addition of the underwing stores and jet nozzles the model was painted and decalled. My only problem here was in what scheme to finish my Sea Harrier. On entering service the standard Fleet Air Arm's Extra Dark Sea Grey (BS381C-640) over white colour scheme was used. This was changed as the Task Force sailed south to the Falklands by the removal of all white areas and squadron markings resulting in an overall Extra Dark Sea Grey. This scheme was fine at low level but conspicuous at higher levels so a Medium Sea Grey (BS381C-637) over Barley Grey (Underwings and tailplanes only) was introduced during the latter stages of the Falklands War. This scheme was deemed to be fine at higher levels, but too light at low levels so a compromise was arrived at with an overall Dark Sea Grey (BS381C-638) scheme in early 1983. This scheme was still used on the FRS.1s up to their conversion into FA.2 Sea Harriers although these are now being repainted in a Medium Sea Grey scheme.

I had decided by now that my Sea Harrier would be in the initial Falklands scheme. Overall Extra Dark Sea Grey. Due to the lack of suitable decals in this scale the chosen subject needed careful thought, as I needed to use as many decals from Tamiya's sheet (which incidentally is very good) as possible.

ZA193/'93', was my eventual choice with all the serial characters, apart from the 'A' which came from Almark decal sheet C187 and was suitably shortened to match the other digits, coming from the kit sheet.

The radome was given a couple of coats of Humbrol Black (No. 85) with the area around the canopy given a coat of Extra Dark Sea Grey (Humbrol No. 123) to highlight any imperfections. Left overnight to dry, a very gentle cleaning up operation (with soapy, very wet, wet'n'dry paper) followed, and

another couple of coats of EDSG was sprayed on. Smaller detailed painting followed, with undercarriage units in Medium Sea Grey and tyres in Humbrol Black-Grey (No.182). A coat of Johnson's Kleer was brushed on to seal the paint job and decalling followed. As stated most of Tamiya's items were used, although the red areas on top of the engine bay were overlaid using red decal stripes to give a better colour density.

The kit roundels are supplied with separate central red spots, therefore all six were applied, minus the red spots, using Kleer as the bedding agent. When dry Modeldecals 18" 1/72nd scale red/blue roundels were overlaid onto the wing top pair, with 16" to the

middle of the exhaust fairings.

'193' returned from the Falklands with one kill marking, a Mirage I had intended to hand paint this direct to the model, but as my version of the aircraft would be depicted prior to this fateful (certainly for the Mirage) engagement I decided to leave it off. A further coat of varnish, Johnson's Kleer mixed with Microsol Flat, thinned with Tamiya's acrylic thinners, was sprayed on giving an excellent semi-gloss finish. The pre-painted underwing stores, jet nozzles and air brakes were added. The Sea Harriers on their return to the UK were turned out immaculately.

This no doubt was a result of the long journey back to Portsmouth, and the attendant Matelots being able to lavish tender loving care

The intake FOD doors are supplied in brass and consist of the main 'D' shape pieces, which were backed with plastic card to help them retain their rigidity, and four tiny brass handles. Again these were undercoated with white prior to the application of Gloss Red. The RBF tags were from an old PP Aeropart's sheet (hopefully something that Flightpath will re-issue as part of their absorption of PP) and fixed with thin fuse wire.

Flightpath also provide tie-down attachment points for the deck. The idea being that fine chain, which again is not supplied, is used to "secure" the aircraft. These parts were not used but are safely stored, I may well use these at a later stage. With the FOD covers and ladder in place, anti-collision beacons were fashioned, adjacent to the air-brake and added on the fuselage top, made from Kristal Clear and red food-dye. Another quick airbrushing of varnish and the model was complete.

Conclusion

Until someone brings out a 1990's state of the art Sea Harrier kit, I suppose that the only option is to use this kind of detail set. I thoroughly enjoyed the challenges that this kind of exercise posed, not the least in un-Supergluing minute pieces of brass from my skin. I still tend to be of the opinion though that a lot of the details in brass can be equally reproduced by plastic rod or plastic card, especially as brass is

naturally flat in this medium!! Brass should of course be invisible following painting, thereby hiding all but the largest etched detail. For finesse in certain areas however (such as the cockpit/canopy, air brake and in this instance, I have to admit, the vortex generators), brass is unbeatable. The price of such detail sets may seem high but the ratio of time spent/end result equals value for money (No, it's not Newton or Einstein, I've just made that one up) certainly applies here. (Harrier fans please note: Flightpath also produce a detail/conversion set Airfix's 1/24th GR.1 (to a GR.3)) watch this space - Editor and Bank Manager permitting!!)

Flightpath are to be praised for their devotion to the larger scale British aircraft subjects. A little more information in the instructions would have been helpful, although I suppose that as these sets are most certainly not aimed at the beginner, a certain amount of savvy is expected from the Modeller!

Bill Clark

Wish List - Please anyone out there in cottage industry land-white metal or resin (preferably one piece) Harrier jet nozzles!!!!



air intakes. This left a small white ring between the two blues, so Xtracolour's Roundel Blue was used to carefully overpaint the two blues on the decals. ZA193 retained red/white and blue underwing roundels, so the red spots were applied directly from Tamiya's set. When perfectly dry the underwing roundels were sliced with my scalpel to accommodate the later addition of the 'winder pylons.

The roundel blue side numbers ('93') proved a problem initially as I thought that I may have to resort to overpainting either black or white numerals. Eventually I discovered that Modeldecals (whatever happened to them) sheet No. 66 had sufficient numerals in Roundel Blue for 1/72nd scale 801 Sqn Sea Harriers on board HMS Invincible, that were approximately 1.5 times bigger than those used on HMS Hermes' 800/899 Sqn aircraft, which also happens to be the same difference between 1/72nd and 1/48th scales. I simply inverted a 6 and used the 3, these were placed in the

on their aircraft. Whilst in the South Atlantic the main concern would have been to keep them in the air! So I therefore applied a minimal amount of weathering, mainly exhaust stains

along the rear fuselage, with a little light grey dry brushing along the leading edges of the wings, tailplanes and intakes, to represent the adverse South Atlantic conditions.

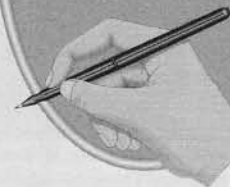
Stage Nine - Details

With the main structure of the kit complete, attention was not centred on brightening up the drab colour scheme....Flightpath's crew access ladder was constructed and added to the starboard side of the nose. This consists of a dozen or so pieces with each side frame consisting of three parts, all requiring lamination. The rungs are not supplied, but these were added from thin plastic rod. The ladder was painted gloss red over a white undercoat and weathered with a mixture of grey paint to portray chipped paintwork. The rungs were dirtied up using Humbrol Black-Grey.

The Gloster Meteor F.3

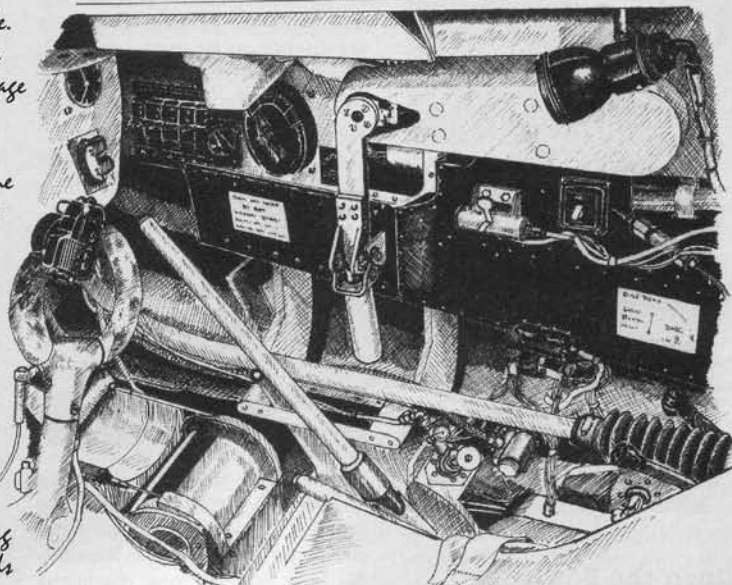
Aircraft Sketchpad

by
Steve Benstead

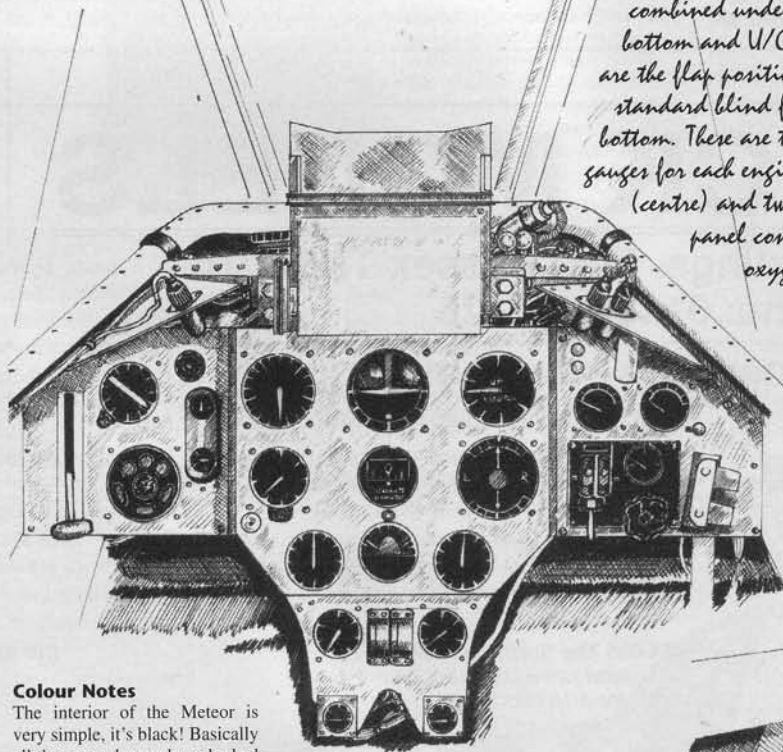


Following on from Richard J. Caruana's article on the type last month, aviation artist Steve Benstead now brings you some of his excellent illustrations inside the Gloster Meteor F.3.

The cockpit starboard side. The long handle in the centre is the emergency undercarriage pump and its size and proximity to the pilot's leg must have made its use some what difficult. The 'HP' and 'LP' fuel levers are seen at bottom right and just forward of the LP is a hydraulic regulator. The UV light is in the top right hand corner and below that is a switch and the harness release toggle. The large fold down lever is the canopy winding handle. The tumbler towards the front is a radio frequency selector and in front of that is the communication control panel. Note also the grip and armament control switch on the control column.



The main instrument panel. The GGS (Gyroscopic Gun Sight) is only shown in basic outline in the upper centre of the panel. UV lights are positioned above the panel, either side of the GGS. The lever on the left is the flap selection lever and the display on its lower right is a combined undercarriage, flap position indicator (Flap lights at the bottom and U/C at the top). The two smaller dials to the right of that are the flap position indicators e.g. position in degrees. The central panel is standard blind flying with the addition of the three instruments at the bottom. These are the exhaust pipe temperature gauge (centre) with RPM gauges for each engine either side. Below that are two oil pressure gauges (centre) and two exhaust temperature gauges. The right side of the central panel contains two fuel contents gauges (top) below which is the oxygen regulator and flow meter. The switch unit to the right of this is for emergency destruction of the IFF unit.

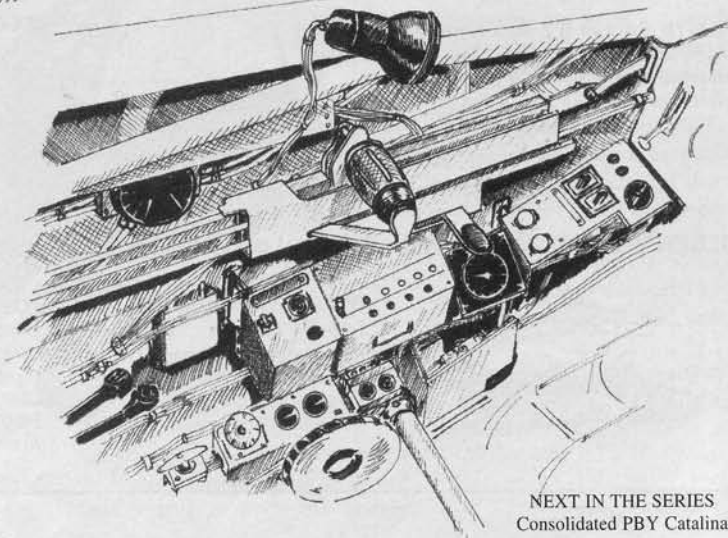


Colour Notes

The interior of the Meteor is very simple, it's black! Basically all the examples we have looked into have been predominantly black overall. This colour is not matt, as it would wear too fast, instead it has a light satin sheen to it. The foot guides for each rudder pedal do wear very quickly and these will usually be basic bare aluminium in a very short space of time. The instrument panel is also black although the blind flying panel in the centre does have a 'crinkled' paint effect. The instrument faces are black and as the instruments are luminous the figures and pointers are initially an off-white colour, but in time this goes a light coffee colour. Boxes and UV lights on either sidewall are gloss black and surprisingly the seat (not ejection for a F.3) is painted interior grey/green. The harness is a khaki colour with silver buckles. Placards are usually aluminium with black text although we have seen some which are black with white text. The HP & LP levers are black and the recessed 'LP' & 'HP' is picked out in white. The control column is black with a dark khaki grip and the armament control switch is glossy black plastic. The small lever at the extreme front of the port sidewall is black with diagonal yellow stripes and the throttle lever features a brown bakelite style grip. All cabling and wiring is a combination of black plastic coating and bare aluminium pipes.

The port cockpit side. This area contains the combined throttle control unit in the centre.

The small lever below the throttle is the air brake selector. Above this is another UV light and below it is the fuse box. The lever in the top right is for emergency canopy jettison and the wheeled unit to the bottom/middle is the trim control.



NEXT IN THE SERIES
Consolidated PBV Catalina

Quick Build

AMT/Ertl P-40N

An in depth review of the 1/48th scale kit
by David Batt

For many people including myself the Curtiss P-40 series was the definitive American fighter of WWII, displacing the more effective but less numerous -38, -47 and -51 types from the pole position. I find the aircraft appealing because of its lines which combine elegance with pugnacity, and streamlining with a workmanlike air.

When I first saw the kit in my local model shop I was less than convinced about its potential, for the slightly sub standard box art combined with an exceptionally low cost and the plastic foil around the box which prevented any examination of the contents led me to assume it was a bit of a dodgy proposition. How fortunate I was that a more adventurous colleague had purchased this kit and gave it a glowing report; otherwise it would have remained on the shelves.



Open the Box

The first and abiding impression one receives is one of high quality, the question that still remains in my mind is how can this manufacturer succeed in producing this quality at this cost when so many others fail. Pale grey plastic is used, slightly soft and

flexible, and the surface detailing is engraved and very subtle. Parts like the undercarriage legs and cockpit interior are very crisply finished and the trailing edges are nice and thin. Transparencies are also thin and very clear, but float loose in the box while the opaque parts are neatly bagged up, an effective solution to the problems of parts scratched while still in the box.

into the moulding.

(So far E, F and L variants are due from AMT-Ed). However, enough of the 'what ifs?', lets get back to this little beauty.

Let me say at this stage that the reader is about to encounter a short list of problem areas that must (should?) be put right, but that doesn't make it a bad kit, far from it, for when the high quality is combined with the low price this new release is in my view well up on the list of Best New Kit of 1996.

The cockpit is the first item to be built up and by comparing the parts with photographs of the real thing it appears to be very accurate and convincing. I chose to employ Reheat instrument decals on the instrument panel, though this was not essential for the raised detail on the panel is equal to anything turned out by any named oriental manufacturer. The cockpit was painted Interior Green (Humbrol 151) with details in black and natural metal using the Squadron/Signal "In Action" No. 26 as a guide. I liked the seat as it is well moulded with very thin sides. An effort has been made to provide it with a harness, but it is a little too flat to be realistic and I chose to use a set of belts from Reheat's generic set of belts, pedals, etc. for USAAF/USN aircraft, while this etched brass set

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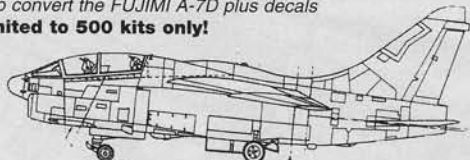


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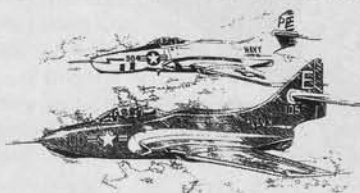
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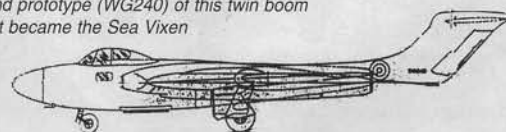
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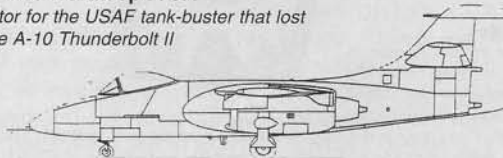
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was to hand, I also replaced the rudder pedals as a matter of personal choice (the existing ones are accurate, but I get fretful if I don't get a brass fix now and again). However, the gunsight is less than satisfactory as it is an opaque plastic part and the reflector lens has to be replaced with a piece cut from clear plastic card or one of the Reheat items. The armour panel at the rear of the cockpit also requires a few moments' work, for it does not have the necessary cut aways either side, between the headrest and the canopy sill. Without these cutaways the pilot would have no view to the rear, irrespective of how much of the rear spine was glazed.

It took three distinct gluing sessions (rear, lower middle and finally front) to get the cowling insert panels to line up approximately correctly. If I'd tried to do the job in one go then the lower centre of the panels would have been

although they do need a little help to achieve the correct dihedral angle for the lower wing panel is too flat. A saw cut has to be made on each side, along the inner edge of the undercarriage strengthening plate inboard of the leg housing, from the leading edge to the rear of the smaller undercarriage door. When these cuts are made the wing can be assembled as normal.

Attaching the wing to the fuselage takes a little more time than usual in order to get a neat join and the correct dihedral. The first join is the one between the lower wing panel and the lower fuselage, then when this is fully set the wings are pulled up and in by a strip of tape going from one tip over the top of the fuselage and on to the next. As the upper sides of the wing are then tight in to the fuselage sides liquid cement can then be used to complete the join. After a further 24 hours the model was sat in a small quantity of very hot water before the tape was removed to relieve the



In order to get a neat wing/fuselage join as well as the correct dihedral, the wing needed to be cut and forced into shape. To relieve the stresses this imposed, the model was sat in a bath of very hot water. See text for further details.

did not need any filler and the rear glazing blended into the fuselage with only a little sanding and polishing.

The undercarriage is superb, crisply moulded with very fine legs and a delicate tread pattern on the tyres. An attempt has been made to reproduce the eyes on the bottom of each main leg, but they have been moulded in the wrong place. It only takes a moment to cut them off and replace them in the correct position opposite the axles.

Finishing Off

Although I was not impressed with the choice of subjects supplied in the kit I did check the quality of the decals. I found them to be very accurate in register and extremely opaque, no risk of the camouflage colours showing through the white areas here. They are however very thick and do not conform or adhere even with the use of Aero Set and Aero Sol.

I made use of the Xtracolor paints X-112, X-133 and X-141 to finish the model, and chose the AeroMaster sheet 48-125C; 49th Fighter Group P-40Ns. Although it is by far the least complicated subject, I selected the

sweater that everyone gets given at some Christmas in their lives. Checking the aircraft out in the Squadron book, I found that this P-40 was eventually lost following a fifty mile chase by a particularly determined Zero. Contrary to the decal's instructions the knuckle of the undercarriage did not carry the white of the theatre markings, and there was a further band of pale blue at the rear of the spinner. Apart from the diamonds on the tail and the stars and bars in the four positions, the only other marking on this aircraft is a white 16 on either side of the nose. It didn't take long to finish this one off!

To complete the P-40, the neatly moulded drop tank was added to the equally fine struts and the navigation lights painted silver before the tip lights were tinted with the appropriate clear acrylics.



The box art

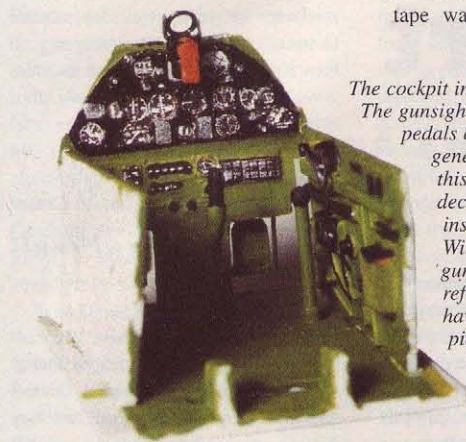
Summary

Recommended to all - a superb kit, albeit with a few problems that can be cured very simply. It is accurate where it counts, for I find that problems with surface detail are the most difficult to deal with. There are no such problems here and when completed the model simply oozes 'P-40' from every inch. As such I haven't tried to measure it or lay it over plans, it looks right according to the references I have and that's what I look for in a completed model.

My thanks to Modeltoys of Kingston Road, Portsmouth. The decals were purchased from H.G.Hannant.

David Batt

The cockpit interior supplied in the kit. The gunsight reflector and rudder pedals came from the Reheat generic USN/USAAF set while this company's instrument decals were used on the instrument panel. With the exception of the gunsight (which has an opaque reflector screen which could have been replaced with a piece of clear plastic card) these changes were a matter of personal choice rather than necessity.



indented about a millimetre. The exhausts were fitted at this stage and another slight error noted at this point. The exhaust stacks supplied are of the simple tubular ejector type that suits the -E but not the -N which had flared flame suppressors. I managed a moderately effective fix by flattening off the ends of the ejectors with a heated steel rule.

The spine has to be cut away to allow for the -N's distinctive glazing, and very deep and accurate guidelines are moulded into the interior of the fuselage.

stresses imposed into the structure. Apart from a little 'making good' around the undercarriage knuckle no filler was needed.

The final major join concerns the tailplane halves, which once again demands a little care as the locating tabs are too small for the holes in the fuselage sides and it is up to the builder to get the parts aligned properly.

I was very pleased with the way in which the canopy parts fitted for they



aircraft of Lt Miller which featured the sort of diamond pattern on the tail usually only seen on the golfing

Because the fuselage sides are flexible, the fuselage join is as good as the builder makes it. Take your time and you will not need any filler at all, just a quick filing and polishing of the joint line once the glue had set. The same can be said of the wings,



The Magna Models Trophy was awarded to Bob Richards of the Poole Vikings, who skillfully made this 1/72 scale Firefly target drone from a Magna kit

In recent years the Poole event has grown into one of the largest model shows in the South of England, and this year's convention proved to be a successful continuation of this upward

Revell (GB) Ltd were an important sponsor, as was the Poole Tourist Board, the latter reflecting the potential significance of the model show to the town of Poole and the wider tourism industry.

Model Show Report

trend. Local traders such as Plastic Past-Times were joined by traders from much farther afield, including Avia Imports and Model Art Decal System. This year's event again boasted a good variety of model club stands and displays from far and wide. Many of these visiting model clubs featured aircraft as an important part of, or the only subject of, their club stands, once more reflecting the significance of aircraft modelling to the whole hobby.

The Poole Viking Model Club's Annual Exhibition and Model Show

English Weather Strikes Again

The hall used as the venue for the model convention in Poole has effectively been outgrown by the ever expanding show, and as a result this year a marquee was set up in the grounds so as to accommodate



Martin Hale of the Poole Vikings also runs the IPMS Fleet Air Arm SIG and has become well known for his scratchbuilt helicopter models. This 1/48 scale scratchbuilt Hoverfly won Gold

overspill from the hall itself. This allowed the Poole Vikings to fill the marquee with their own enlarged stand which as usual included a number of excellent models, the Poole club being fortunate to have

complete kit in resin of the Curtiss Seamew, and an equally impressive Vickers Valetta.

Not to be outdone, Model Art Decal System was also sporting some recent releases. These were sheet numbers 72-020 and 72-021; the former includes markings in 1/72 scale for several Douglas C-47 Dakota transports in French colours during the war in Indo-

Written by Malcolm V. Lowe
Photographs by Alan Mansell



The recent AMT 1/48 Grumman Tigercat was represented at the Poole show by this excellent model constructed by Dave Fish from the Poole Scale Modellers



Part of Keith Peckover's display at the show, showing some nicely made models including the 1/72 scale North American XB-70

within its ranks a number of members who are past or present national champions. The only damper on the occasion was the rather inclement weather on the day, with that part of May proving to be wet and cold (especially for those in the marquee). It is hoped that the show will in fact move to a new and altogether bigger venue for next year's convention.

From amongst the local traders, Magna Models featured a large stand displaying their increasingly extensive range of resin kits which are of particular interest to modellers of Fleet Air Arm aircraft, but in addition the company has recently started to expand into other subject areas. One of the new releases is a 1/72 scale conversion set for the recently re-released Airfix Bristol Super Freighter kit, which converts that kit from the long nose model into the blunt nosed earlier variant. This is a conversion that should prove particularly popular. Other recent releases by Magna in 1/72nd scale include a

China, some French Navy 'Vanneau' trainers, and (probably of greatest interest to British modellers) several Gloster Meteor F.8 fighters in Royal Auxiliary Air Force service. 72-021 includes transfers for several French Navy Grumman Avengers, a French Air Force Tucano trainer, and (again of greatest relevance for British modellers) several Fleet Air Arm Sea Vixens.

Cross Channel Co-Operation

Poole Viking Model Club is twinned with a modelling association that is based in the south of France near Toulon, and each year's model show features a visit by members of the French club to exhibit and take part in competitions. Several members of the Poole Viking Club reciprocate each year by going to the vast annual modelling convention that is staged by the French club in a venue just



Some of the beautifully crafted and detailed models on display at the Poole show were made by Steve Shrimpton, including this superb Fw 190A-8



Featured on the Magna Models trade stand were several new release, among them being this resin kit in 1/72 scale of the Vickers Valetta

outside Toulon, and the success of this twinning has led to various other model clubs from mainland Europe taking an interest in visiting the Poole Model Show. This year a large contingent from a modelling association in Brittany travelled across the Channel to join the French Modellers already at the show, bringing with them a sizeable number of excellent models that subsequently won some awards in the competition classes. Next year it is expected that the number of foreign clubs and modellers represented at Poole will again grow, with model makers from Belgium and the Czech Republic likely to join the large party of French modellers who are already intending to visit.

In addition to the foreign participation, the show can boast a significant number of visiting clubs from various parts of Britain. Among the impressive displays was the renowned exhibition by Peter Westbrook of Mid-Sussex which comprises models mainly depicting 1930's aircraft from the United States. The quality of these colourful models is internationally recognised, and Peter won an overall Gold award for his models at Poole to add to his impressive wins at the IPMS Nationals over the years.

Another eye catching display was put on by the IPMS French Air Force Special Interest Group, comprising a wide variety of models depicting French aircraft past and present of many different types. This particular Special Interest Group is partly the work of Paul Tuckey of the Abingdon Model Club, whose name you may have come across in the review pages of this magazine. This year's display by Paul and

his colleagues was the winner of a special trophy awarded by the Viking's French twin club, AMV '83, for the best French model or models on show.

Amongst the other participating model clubs was a large display by the Poole Scale Modellers. Poole is fortunate in having two well supported model clubs, for in addition to the Viking Model Club the separate Scale Modellers also continue to flourish, and this year's display showed a variety of impressive models: standing out among these was a beautiful 1/72nd scale De Havilland Canada Beaver by Mike Ricks, a model made from the old and rather basic Airfix kit, showing what can be done with skill and patience.

Martin Hale, the well known leader of the IPMS Fleet Air Arm Special Interest Group, was also well to the fore; this year his display included a scratch built 1/48th Hoverfly helicopter model which was a part of his overall Gold award winning appearance at Poole this time around. However eclipsing most displays for sheer size was the large and eye catching stand of Keith Peckover from Portland in Dorset. A modeller who often builds big (and who must have a large home to accommodate all his models!), Keith this year exhibited various large size models including 1/72nd scale examples of the Boeing B-52 and the North American XB-70, all constructed to a very high standard that won him an overall Gold award at the show.

Other Trophy winners at Poole included Bob Richards of the Poole Vikings who won the Magna Models award for the best model built from one of



Winner of a special trophy awarded by the Poole Viking's French twin club, the AMV '83, for the best French model or models exhibited at the show was the extensive display by the IPMS French Air Force SIG, a part of which is shown here



Peter Westbrook of Mid-Sussex is internationally known for his superb collection of models representing 1930s aircraft from the US and his extensive display this year included this 1/32 scale Seversky P-35 made from the Williams Brother's kit

their kits. He has made something of a habit of winning this particular trophy. This time he won with a colourful 1/72 scale Firefly drone target made from the relevant kit. This was in addition to gaining an overall Gold in the aircraft competition class for several of his beautifully finished models.

With the outstanding success of this year's model show the Poole Vikings will have to actively look for a suitable, but much bigger venue for next year's model convention. With the promise of

increased foreign and domestic participation, the show can only get larger. The fact that many visiting model clubs and traders are already looking forward to next year's show is surely an indication as to how successful and important the Poole Viking's annual model show has now become.

Anyone wanting more information about the Poole Viking Model Club and its activities can contact the club's secretary John Bothamley on (01202) 527723.



Mike Ricks of the Poole Scale Modellers modelling association proved what can be done using a basic kit as a starting point, with this beautiful de Havilland Canada Beaver in Pakistani markings made from the old Airfix kit in 1/72 scale



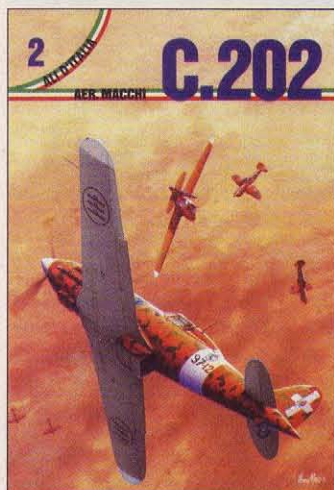
Another look at Keith Peckover's display at the show includes this 1/72nd scale Boeing B-52.

Modelling Bookshelf

New Le Bancarella Aeronautica Titles

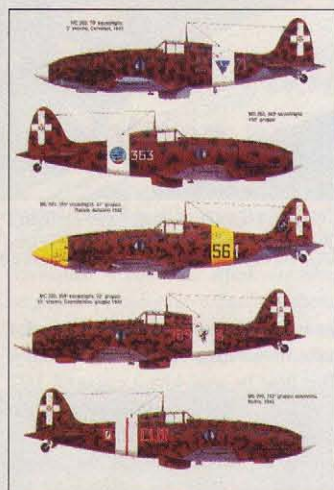
Many of you may recall my first review of this Italian publishing house's excellent monograph in the August 1995 edition of this magazine (See Vol 1 Iss 8 Page 468). That title was on the Fiat CR 42 'Falco' and mention was made at the time that a new title on the Macchi C.202 was planned.

Well I am pleased to say that the review samples of the C.202 title have arrived along with the third title in the series which deals with the Reggiane Re 2001. Each title comes with a laminated gatefold cover in full colour, with all of the other contents in black and white. The C.202 title has 55 pages, whilst the Re 2001 has only 48. I will look at the C.202 title in detail first. The cover as I have said is in a gatefold



format and the first page consists of full colour artwork of five side views, whilst the actual two-page gatefold section depicts two side, one front and top and bottom views of a 75 Squadriglia, 3 Stormo machine. Each

page of text within the main book is half and half, Italian and English. The photo captions are also offered in both languages. The text covers the development of the C.202 followed by operational use and there is a wealth of photographs throughout. The centre pages are given over to an excellent set of 1/48th scale plans of a Serie VIII C.202 and these are followed on the next page by scale (1/48th) side views of the prototype, Serie II machine, MC.202D and the Serie XII. This is followed by a full four view set of 1/72nd scale plans for the Serie VIII. The rest of the book continues along the lines of the type's operational use including post-war use. The final section of the book looks at the technical side of the design and includes lots of works illustrations of various parts of the real aircraft. There

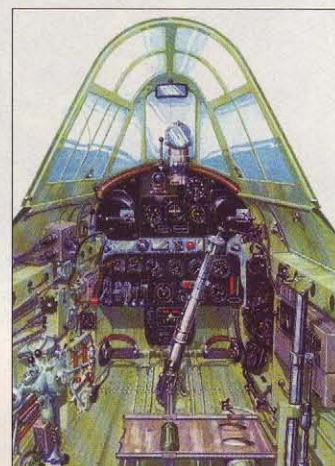


are some excellent drawings of the pilot's seat, canopy and instrument panel along with some period photos of the cockpit interior of the Serie IV-VIII range. The back gatefold cover depicts all available kits of the C.202 along



with an excellent full colour illustration of the cockpit interior, as viewed from the pilot's seat. The final page of the cover once again gives you five full colour side views of various C.202's. The back cover itself includes two colour photographs of operational C.202's in WWII, a rare sight indeed!

The Reggiane Re 2001 title is similar to the above one on the C.202 and it too features a laminated gatefold cover. The first page of this contains a full colour illustration of the cockpit interior and once the whole unit is folded out you will find five views (as per the C.202) of an Re2001 all in colour. For about the first 20 pages you get an in depth narrative text all about the development of the design and this is well illustrated with many black & white photographs. Just before the centre you will discover a five view set of 1/72nd scale plans and the following page contains side views of the 1st and 2nd prototype, the Serie "Zero", Re 2001bis, Re 2001 Delta Re 2001CN, Re 2001 Fotografico and the Re 2001 O.R. The centre spread is set aside for a full (five view) set of 1/48th scale plans. The text continues with a look at the operational use of the type



and this is followed by the 'technical' section. This includes lots of period illustrations of various structural points in the design and there are excellent black & white illustrations of the cockpit interior, with views of the instrument panel and both sidewalls. The gatefold section at the back of the title gives seven full colour side views of the type, including an all-black example!

Overall both of these titles are a real 'must' for anyone with an interest in Italian WWII fighters. The release of the C.202 by Hasegawa means that this title is very much in vogue at present. The Re 2001 title may seem obscure but with the new 1/48th scale kit from EP Originals and the old 1/72nd scale examples from Italeri I suspect it will be very popular. Both titles are to be highly recommended and the use of bilingual text is an excellent idea.

If you want either of these, or the previous CR.42 title then the entire range is available in the UK via Midland Counties Publications Ltd in Leicestershire. Contact them on 01455 233747 for more details.

My thanks to La Bancarella Aeronautica for the review samples.

'Buchon' Monograph

With the release of the excellent Hispano HA 1112 'Buchons' in 1/48th scale I am glad to see that there is now a new title from Spain all about the type and in particular the M1L variant.

Produced by Monográficos Aéreos the title comes in an A4 format with a varnished cover. Inside the title contains just 32 pages and these are all black and white with the exception of the centre four pages which are in colour. The title basically consists of a little introduction in both Spanish and English and the rest of the title is set aside for a photographic coverage of the example preserved in Madrid. There are between two and three pictures per page and each is captioned in both English



and Spanish. All the pictures are clear and well worth having as an information source if you intend to



build any of the Hobbycraft kits. The centre pages are a colour insert and the first page contains a nice low-level 1/4 front shot of the complete aircraft in Madrid. The centre pages are excellent colour pictures of the interior of the type and this is very useful as the Ha 112 is not identical to the late series Bf 109's and there are even variations in the Ha 1112 series itself. The final picture in the colour insert is a cockpit level side view of the preserved machine. The last nine pages consist of

black and white illustrations from the manufacturers publication. These include electrical system fitment, fuselage structure, windscreen construction, instrument panel and wing armament detail. The last page of the title consists of a colour side view of a machine and a brief description of the three colour schemes used by the Ha 1112. Each colour is cross-referenced to the Federal Standard number.

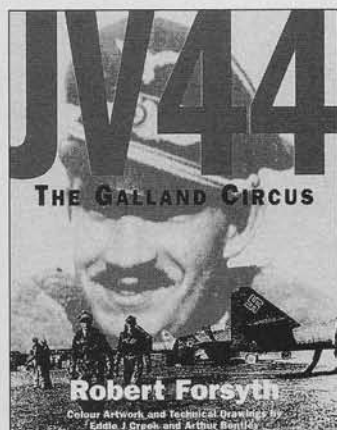
This title is well worth having and for me it was worth it just for the colour interior shots. At present the only source, and the place where I bought my example, is H.G.Hannant Ltd and the price is £7.99. See their advert elsewhere for their details and give them a ring if you are interested in this title, as it is well worth adding to any reference collection.

JV 44 The Galland Circus

Now there are books and there are BOOKS! Available in the first weeks of June was a title which I have been looking forward to ever since it was announced last year. The book is all about the 'Experten Squadron' or JV 44 as it was officially known. Commanded by Adolf Galland this small band of elite pilots flew the Me 262 in the closing stages of WWII and they gained an almost legendary status in post-war aviation history. Over the past fifty odd years things have been written about JV 44 but no one has ever done a really good job... that was until Classic Publications came along.

The title is written by Robert Forsyth and the technical illustrations are by Eddie J. Creek and Arthur Bentley, so you know the quality you are going to get even before you open the book up. The first thing that struck me about the title, apart from its size as it is 31cm x 23cm x 3cm, was the quality of the dust jacket. This is done with a satin base overall with the "JV 44 The Galland Circus" picked out in full gloss.... very tasty!

The title is three hundred and fifty-six



pages thick and this will equate to many happy hours of reading. I do not even want to consider how long it took to write! (Seven years to research by the way). The title carries a foreword by Generalleutnant a.D. Walter Krupinski the former Adjutant of JV 44 as well as a personal introduction by Generalleutnant a.D. Adolf Galland the Commander of JV 44. It is sad to point out that Adolf Galland died in February 1996, during the publication of this title. To acknowledge his immense contribution to aviation the publishers

have dedicated the title to his memory.

The text of the title basically breaks down into a look at the reasoning behind the formation of JV 44 and then its operational life. This is followed by a look at the 'Wüger-Staffel' which protected the Me 262's as they came in to land and there are excellent full colour artwork of many of the Fw 190D-9's operated by this squadron, as well as lots of pictures of their machines as found after the war. The title then moves through the latter months of the war and recounts how JV 44 moved further and further into the mountains until the war finally ended.

A fascinating insight into the combat experiences of the Allied forces that encountered JV 44 takes up a large part of the text and there is quite an extensive look at the tactics employed by JV 44 against the machines of the USAAF. Excellent diagrams of the nose armament of the Me 262A-1a, A-1a/U4 and A-1a/U5 are included as well as diagrams of the X-4 etc. The final section of the book looks at the movement into the Bavarian mountains of JV 44 and their final surrender. There are lots of interesting pictures of the group's aircraft as well as some colour

artwork depicting two.

Towards the back of the title is an in-depth look at each colour plate included in the book as well as a general look at the situation in regard to Luftwaffe colour and markings towards the end of the war. This is followed by a series of appendices including a full list of all known personnel attached to JV 44, all known aircraft and a full and detailed bibliography.

What more can I say about this title other than - WOW! You certainly get lots of information and technical detail as well as a one point reference source for JV 44. The title will not come cheap but for over 350 pages and with such high quality presentation and artwork I do not think its £39.95 price tag is that high (well that's what I told 'her Beyond' anyway!). The title is, I believe, stocked by The Aviation Bookshop and Midland Counties Publications or you can obtain a copy directly from the publishers at;

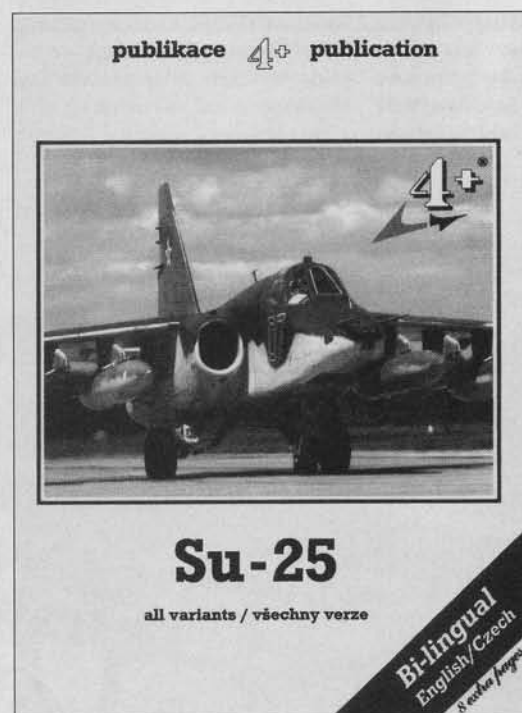
Quarry Ridge House,
7 Quarry Close, Burgess Hill,
West Sussex. RH15 0TJ

My thanks to Classic Publications for the review sample. We hope to include another look at the special artwork in this title in a future edition of this magazine.

Sukhoi in the Spotlight

I am sure that many of you may have come across the excellent series of monograph's by Czech publishers, 4+ Publications. Each is full of detail, photographs and scale plans and they are well worth owning. Recently I heard that the next title to be released was on the Frogfoot (Su-25) and that it was to feature sixteen pages of colour. I am glad to say therefore that this title has been passed to us for review by their UK importers, Four Plus UK.

The title is in the usual A4 format with a laminated full-colour cover. The fifty-six page title has the first four pages dedicated to an English text history of the type and its variants. This is then followed by a more detailed look at the type in Czech with English translations where applicable. All the photographs in the first twenty pages are black and white and they feature Czech and English captions. No fewer than five pages of detailed 1/72nd scale plans of the type are included with lots of insets for the changes between each type. This is followed by the 'new' sixteen page colour insert. This is purely a visual section with lots of pictures featuring the bi-lingual captions. The centre pages feature an in-flight photograph of the Su-25 featuring the frog and hammer artwork on the tail and this is printed as per a pull-out picture, e.g. there is nothing



printed on the back. Half of the sixteen colour pages are pictures of various aircraft whilst the rest are lots of detail pictures including the ejection seat and cockpit interiors of various types. Once you return to the black and white pages of the rest of the title you will again see many detail pictures of the interior and exterior of the type. There are a couple of three-view plans of colour and markings for a Czech Su-25K and a

Slovakian Su-25UBK. A neat and very useful line drawing locating and identifying all the antenna, sensors and lights on the Su-25K is included and the last section of the title looks at all the weapons etc the Su-25 can carry along with a clear chart indicating how and in what combinations they can be carried. The neat thing about this is that all the weapons are drawn to scale, 1/72nd to be precise.

Overall I do not feel that this title can be faulted, it offers everything you could need to know on the type. It is truly all things to all men! At £9.50 the title is well worth considering as 56 pages, of which sixteen are in full colour, is good value.

My thanks to Four Plus UK for the review sample. If you want a copy contact them on 01702 559308 for more details.



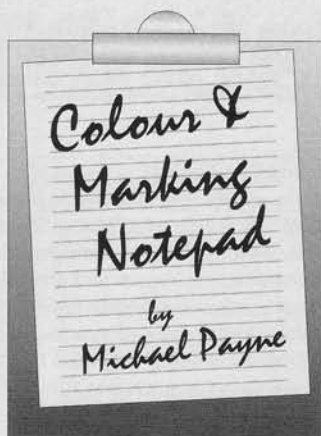


Photo 1

From one Oxford to another. Seen here over Alberta, Canada and up from Swift Current airfield in 1943, both aircraft were all yellow and marked with roundels of pre-war style, plus war time fin flashes. Other photos show that the underside roundels were near the wing tips so that the serial AS859 could be shown in large characters. The identity numeral '18' was black, and it was repeated in 12 inch digits on both sides of the nose just above the bomb aiming transparency. On the nose there were also vertical red danger lines in line with the airscrew arcs, each about 2 inches wide. In contrast with the all yellow airframe the metal cockpit frames were painted black, as indeed they had been in the UK in 1938. The wooden propellers were in plain, clear varnish, without the customary 3 inch yellow warning tips.

(George Ford)

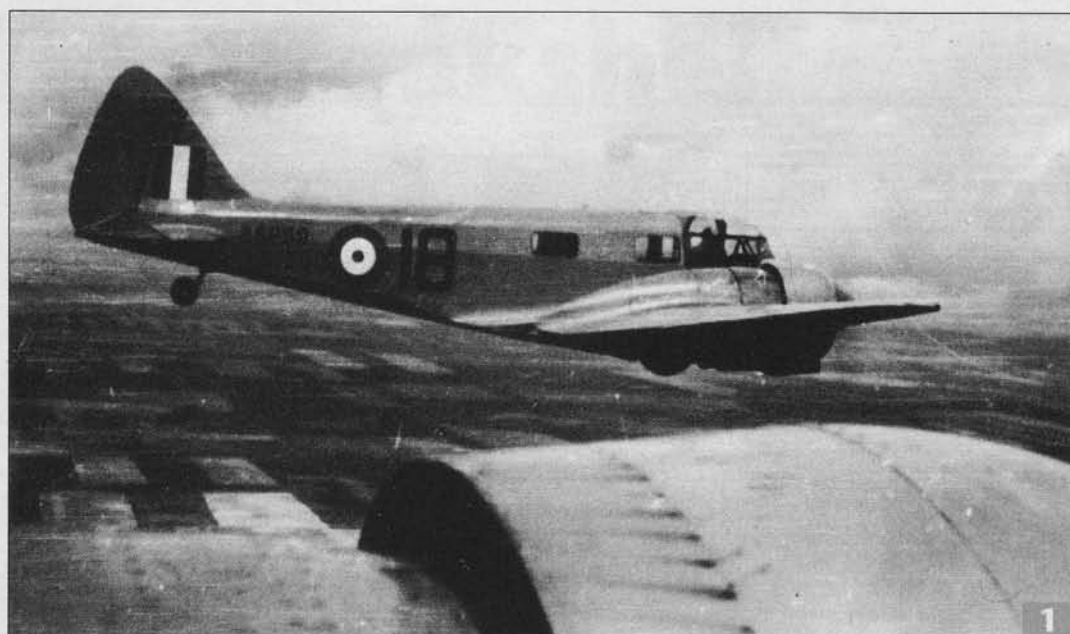


Photo 2

Black 12 of 2.(J)I/LG (see note below) had made a force landing in early 1940, possibly during the May Offensive when the unit operated over the northern sector of the advance. From the dark exhaust fouling it probably suffered engine failure rather than combat damage. Upper surface colours were the normal grey-green 02 and green 71, with the high level pale blue 65 up the fuselage sides and fin. The aircraft would have had cockpit head armour by August or September. The Staffel badge - a black top hat in a white disc - was always carried aft of the Balkenkreuz, note the not unusual dark grey colour of the radio mast and the hood framing. An

illegible W.Nr can be discerned below the swastika. The black line near the wing root was the shadow cast by the pole in the left foreground. Although all the camouflage and the markings were completely standard for the period, I suspect that this Emil was a Black 2 converted to a 12 since the '1' was unusually close to the rear part of the cockpit transparency. Cover up the '1' and it looks far more normal.

Note: This unusually complicated unit designation can be translated as the second staff of Jagd (Fighter) of the first Gruppe of Lehrgeschwader number two. (It was the second Gruppe which developed the Jabo tactics).

-(Via Chris Goss)

Photo 3

Bf 109E-3/E, W.Nr.4101 became DG200 some time after a forced landing at Manston by Lt. Wolfgang Teumer of 2./JG 51 on 27 November 1940. The original airframe was much modified with replacement parts, including the complete tail assembly from W.Nr.6313F (which had come down near Corfe Castle in Dorset). It is the aircraft now exhibited in the Battle of Britain Museum at Hendon, as Lt. Teumer's Black 12.

This photo shows the machine as it appeared in the summer of 1942 when it was attached to the Enemy Aircraft Flight at Duxford, still lacking its hood which had been removed when test pilot Harvey Heyworth was flying





3

it from Hatfield. He was over six feet tall. The undersurfaces were yellow; the upper surfaces camouflaged in a non-standard pattern with Dark Earth and Dark Green. The spinner remained in its original Luftwaffe Black-green RLM 70. The fuselage roundels were standard Type C1; those below the wings were Type A with enlarged centre spots creating unusual proportions. The upper surface roundels were Type B, inset from the tips to cover the area where the German crosses had been. Above both fin flashes there were 7 inch white discs with a small black motif of unknown origin. The tailplane struts were in upper surface colours.

Photo 4

A photo taken at Dunkeswell (East Devon) in April or May 1945 of a PB4Y-1 Liberator of No. 110 Patrol Bomber Sq. of the US Navy. Aircraft like this had been patrolling the Bay of Biscay, hunting U-Boats since 1944, joining the aircraft of RAF Coastal Command in the late stages of the Battle of the Atlantic. As an ATC cadet I was once invited aboard one of these aircraft which had been diverted to land at Exeter and I recall the fine view for the gunner in the front Erco turret, which I believe was peculiar to US Navy Liberators.



4

The under sides were matt white (and the rudders on this machine), the fins and side areas were Gull Grey - very similar to RAF Medium Sea Grey, while the upper surfaces were in a darker tone of Grey, though this was not always the case as Gull Grey was also used over all on some aircraft. The code 'N' was off white as also were the markings on the nose. When fully loaded these Liberators were very sensitive about their centre of gravity, so until about to taxi (with all crew up forward) they used a rear fuselage support. Parts of Dunkeswell airfield, on a hill top near Honiton, are still in use for private aircraft.

In his Action Stations No. 5, R.C.B.

Ashworth states that the Liberators had pale blue upper surfaces, but I cannot personally recall this.

(Via Herschell Russell)

Photo 5

Dunkeswell in early summer 1945; a dispersal area near the village, close to an old cottage with Consolidated PB4Y-5A of No. 63 Patrol Bomber Sq. USN. Some amphibious Catalinas like this one served in Canada as 'Cansos'. They were not very fast but they had long endurance and a vast range. Basically they were painted matt white with their upper wing and tail surfaces in various shades of bluish grey. The code 'U' and the

underwing '21' were dark grey. Standard star-and-bar markings were on forward fuselages and upper port and under starboard wings. The access ladder by the gun blister was detachable; the projection below the rudder was a housing for some kind of Radar, and the bulky flame traps on the exhausts were not usual. I do not know the significance of the dark patches below the wings, but they may be related to carriage of anti-submarine rocket equipment. Note how the white colour is carried over the wing leading edge.

(Via Herschell Russell)

Michael Payne



5

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• **ALL THE WAR YEARS** of 'Aeroplane' magazine, bound volumes. Plus 'Aircraft Recognition' Sept 1942-Sept 1945. Contact Mr J.I.Cross on Clwyd 516358.

• **SCALE AIRCRAFT MODELLING** Volume 1 No 1 to date. First five volumes in binders, mint condition. £275.00 O.N.O. Contact Chris on 01623 452566 after 6.30pm (Notts).

• **LARGE COLLECTION OF KITS** and accessories for sale on behalf of a modeller changing scale! A5 sized stamped SAE for full list to the Editor.

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Forthcoming Events

Scale Aviation Modeller will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. Write to the editorial address on page 195. We will continue to run your notice until the event is held, space permitting.

• **IPMS AVON** are pleased to announce their seventh annual model show and competition will be held on Saturday 3rd August 1996 at the Bath Pavillion, North Parade, Bath. Open from 9.30am to 5.00pm there will be thirty clubs and a similar number of traders as well as competitions, Tombola, raffle and the usual high standard of catering to ensure a good day for all. In addition the beautiful city of Bath is just a short walk away. A multi-storey car park is adjacent to the venue. For details contact Steve Larkin, 173 North Road, St.Andrews, Bristol BS6 5AH Tel 0117 9245850.

• **IPMS MERSEYSIDE & DISTRICT'S** second Annual Model Show and Competition will be held at Ravenmeols Community Centre, Formby, Merseyside, between 10.00am and 5.30pm on Saturday 7th September 1996. The competition is for IPMS members only and has separate classes for Novice and senior members with special awards for junior members. There is also a 'Bring & Buy' area and a number of traders will be present. Further details and route map are available from Ian Jackson at 15, thornfield Road, Thornton, Merseyside. L23 9XY. Tel: 0151 931 3130.

• **THE AERO SPACE & VEHICLE CLUB** is holding its annual Model Show and competition at the Community Centre, Church Road, Wombourne, Wolverhampton on the 8th September 1996. The event is open from 10.30am to 4.30pm. For more information, please contact Mr John Van Leerzem 163, Bells Lane, Stourbridge, West Midlands Tel 01384 278600 or Mr Norman Robinson, 10, Otterburn Close, Heath Hayes, Cannock, Staffs. WS12 5TW tel 01543 276025. Please enclose a SAE with all enquires.

• **SUTTON COLDFIELD MODEL MAKERS' SOCIETY** present their annual Model Expo on a new date and at a new venue, so make a note! The event will be staged in the Sutton Coldfield Town Hall on Sunday 15th September 1996. The society is celebrating its twentieth year so why not come along and help us in the festivities. If you have any questions please contact: Mr R.Day (Hon Sec) "Ashgrove", Didgley Lane, Fillongley, Coventry. CV7 8DQ.

• **WALLINGFORD IPMS** Second Model show at the Regal centre, Wallingford, on Sunday 22nd September 1996 10.30 till 4.30. Admission £2.00 for

adults and £1.50 for children and O.A.P's. All proceeds to the Handicapped Childrens Toy Library. For further information contact George Clark, 7, Station Road, Wallingford, Oxon or phone 01491 837124 (daytime only).

• **SUNDERLAND SCALE MODEL CLUB** annual show is to be held at Fulwell C.A Centre, Chapman Street, Fulwell, Sunderland, Tyne-Wear on Sunday 29th September 1996 from 10.00am to 4.00pm. Open competition, trade stands, bring & buy etc, plus refreshments and RNLI stand. Enquires to Dennis Walton, 45 Ferryboat Lane, Sunderland, Tyne-Wear. SR5 3RD Tel 0191 5480744

• **MILDENHALL PLASTIC MODEL CLUB** annual model show will be held at the Bob Hope Recreation Centre, RAF Mildenhall on Sunday 6th October 1996. Entrance is free, club and trade stands plus refreshments. For more details contact Jeff Hickford on 01223 503551.

• **THE IPMS NATIONALS** will be held at Donington Exhibition Centre on the weekend of the 30th November/1st December 1996. The change of date is due to difficulties in the availability of the venue.

Clubs & Societies

• **YORK PLASTIC MODEL SOCIETY** meets the third Friday of each month at Osbalwick Social Club. Contact Chris on 01430 873408 or Jim on 01904 411515 for information.

• **TAYSIDE MODELLING SOCIETY.** Meet Friday evenings monthly. Oakbank Community Centre, Perth 1930 to 2200pm. Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).

• **LORDSWOOD (JUNIOR) MODEL CLUB** is meeting ever Saturday between 4.15 and 6.15pm at the Lordswood Public Library, Kestrel Road, Lordswood, Chatham, Kent. ME5 8TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.

• **"FAMAS"** (pronounced "Famous") bi-monthly journal of the Frog & Airfix Model Aircraft Society. For further details please write to: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.

• **THE CHILTERN SCALE MODEL CLUB** (incorporating Chiltern IPMS) meets on the first Wednesday of each month from 8pm to late at the Shefford Memorial Hall, Shefford, Bedford. Why not come along, everyone is welcome. For more information contact the club secretary, Dave Burlison at 26 Leaves Spring, Stevenage, Herts. SG2 9BR.

• **MODELEXE - EAST DEVON MODEL CLUB** now meets the last wednesday of each month at 7.30pm at the St Davids Community Centre, Exeter. All are welcome whatever the standard. Contact Mr K.Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.

• **THE CLACTON-ON-SEA BRANCH** of the IPMS meets on the second Monday of each month at the Brotherhood Hall, St Oyath Road, Clacton from 7.30pm onwards. For further information contact Peter Terry 42, Valley Road, Clacton-on-Sea, Essex or Tel 01255 428653.

• **NORTH STAFFS MODEL CLUB** meets every Thursday 7pm - 10pm at the Seabridge School, Roe Lane, Newcastle-under-Lyme. Contact Stefan on 01782 618181 or Phil on 01782 544612 for more details.

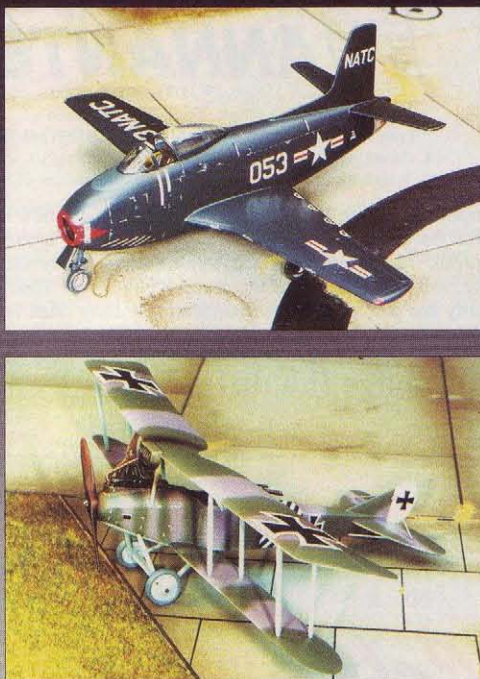
• **NORTH ESSEX MODELLERS**, a new club for all modellers meeting at the Civil Service Club, Flagstaff Road, Colchester on the 2nd Monday of each month. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for further details. All ages and interests welcome.

• **CHELSEFORD MODEL CLUB** meets the first Monday of each month at The Cricketers Public House, Moulsham Street, Chelmsford from 7.30pm. We hold a monthly competition so why not drop by. For more information contact Stuart Shakespeare on 01245 609098 or Maurice Meider on 01245 250617.

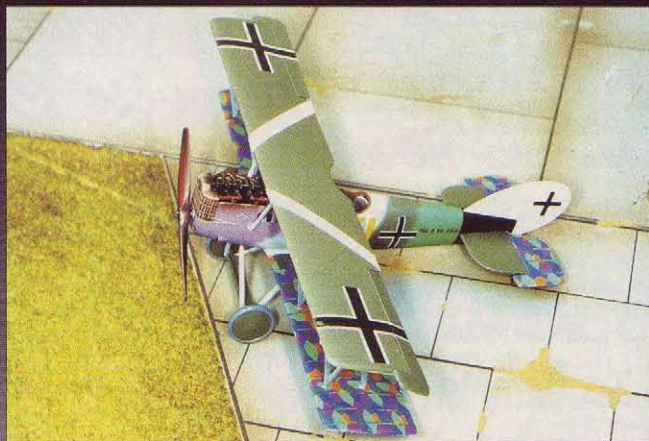
• **ROBERTSBRIDGE AVIATION SOCIETY MODEL CLUB** meets every Wednesday at 8.00pm at Bush Barn located on A21 going north from Robertsbridge. All are welcome whatever the standard. For more information please contact David Morrice, 8, Belvedere Gardens, Crowborough, East Sussex TN6 2LR or Tel 01892 654507.

• **BRADFORD IPMS** meets at The Mailcoach Inn, Huddersfield Rd, Odsal, Bradford on the 4th Thursday of the month from 7.30pm. All are welcome. For further details contact Martin Fisher on 01274 676127.

• **THE CELLAN MODEL AIRCRAFT MUSEUM.** A collection of over 500 1/72nd scale model aircraft, each of a different type or mark to have served with the RAF and FAA since about 1920. The display seeks to demonstrate the history of these two services via their aircraft. Also several large size dioramas depicting important WWII battles. Open Wednesdays from the 3rd July to 25th September inclusive. Alternative viewing by appointment. Telephone 01570 422 604. The museum is at Brooklands, Cellan, Lampeter, Cardiganshire 2.5 miles from Lampeter on the B4343 and 300 yards north of the Cellan War Memorial.



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the 823rd Bomb Squadron, 38th Bomb Group, Yontan Airfield,
Okinawa, August 1945. White 6E: B-25J of the 466th Bomb
Squadron, 340th Bomb Group, Corsica 1944.
72-015: Multi National Fiat CR.42 Falco: Black 70A Libyan
based Falco, MM4968(7), 70° Sq., mount of Mag. Tio Falconi
23° Gruppo commando, 4° Stormo C.T. (Land Fighters)
Summer, 1941 Red 9: A Fiat CR.42B, a Falco, MM4968(7),
387° Sq., 158° Gruppo, 50° Stormo d'Assalto, 142° Black AJ.
A rarity, this Falco MM4968 is one of the last twenty newly built
Falcos pressed into Luftwaffe service after the Italian Fascist
collapse of 1943; this one reportedly serving with Nachschicht-
gruppe 9 at Italy, early spring of 1944. White 5: This Falco
(probably MM4968), one of thirty four examples from either of
Falco first two production batches, served with the II Group, 3°
Escadille 'Cocotte Belge' (white Corsairs) of Belgium
Aeronautique Militaire, Spring, 1940. Black V-203: Falco reportedly
flown by Lt. Marlon Szonyi, 1/3 'Cockaz' Azs' ('Aces of
Hearts') Fighter, 50th, Omeropolovsk, Russia, October, 1941.

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